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Hongkong Daily Press.

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No. 21,820 號拾貳百捌拾壹萬貳第 日叁初月伍辰戊 HONG KONG, WEDNESDAY, JUNE 20th, 1928. 叁拜禮 日拾貳月陸年八廿百九仟壹英 PRICE: 33 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.
Kowloon ...Dep.	6.40	8.08	8.30	9.10	10.08	12.18	1.15	2.32	3.00	4.30	5.42	7.30	8.48	9.50	11.38
Yau Ma Tei ...Dep.	6.48	8.16	8.38	9.18	10.16	12.26	1.23	2.40	3.08	4.38	5.50	7.38	8.56	9.58	11.46
Shatin ...Dep.	7.01	8.29	8.51	9.31	10.29	12.39	1.36	2.53	3.21	4.51	6.03	7.41	8.99	10.01	11.89
Tai Po Market ...Dep.	7.15	8.43	9.05	9.45	10.43	12.53	1.50	3.07	3.35	5.05	6.17	7.55	9.13	10.15	12.03
Tai Po ...Dep.	7.30	8.58	9.20	10.00	10.58	13.08	2.05	3.22	3.50	5.20	6.32	8.10	9.28	10.30	12.18
Fanning ...Dep.	7.45	9.13	9.35	10.15	11.13	13.23	2.20	3.37	4.05	5.35	6.47	8.25	9.43	10.45	12.33
Sham Shui Po ...Dep.	7.58	9.26	9.48	10.28	11.26	13.36	2.35	3.52	4.20	5.50	7.02	8.40	9.58	11.00	12.48
Sham Shui Po ...Arr.	7.41	8.45	9.13	10.15	10.58	1.14	2.12	2.30	3.40	4.52	6.04	7.22	8.40	9.58	11.16
Canton ...Arr.	—	12.40	—	5.38	—	—	—	—	—	7.28	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—	—	—	—	—
Sham Shui Po ...Dep.	7.18	8.05	10.35	11.49	11.58	2.58	4.39	5.49	6.45	7.04	—	—	—	—	—
Sham Shui Po ...Dep.	7.25	8.12	10.42	—	12.03	3.05	4.48	5.58	6.53	—	—	—	—	—	—
Fanning ...Dep.	7.30	8.18	10.47	—	12.07	3.10	4.50	6.00	—	—	—	—	—	—	—
Tai Po Market ...Dep.	7.40	8.28	10.57	—	12.18	3.21	5.00	6.10	—	—	—	—	—	—	—
Tai Po ...Dep.	7.44	8.31	11.01	—	12.22	3.25	5.04	6.14	—	—	—	—	—	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.36	3.29	5.07	6.17	—	—	—	—	—	—	—
Yau Ma Tei ...Dep.	8.11	8.58	11.28	—	12.48	3.51	5.29	6.40	—	—	—	—	—	—	—
Kowloon ...Arr.	8.17	9.03	11.33	12.29	12.54	3.57	5.35	6.45	7.23	7.44	—	—	—	—	—

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CATHEDRAL MYSTERY PLAY.

MR. MASEFIELD'S "COMING OF CHRIST."

MAJESTIC FIGURES OF ANGELS.

AUDIENCE DEEPLY IMPRESSED.

CANTERBURY, May 28th.

A spectacle was seen in Canterbury Cathedral this evening such as has not been known there since the Middle Ages.

A mystery play, "The Coming of Christ," was performed with costumes, with music, with archangels, with processions, and with a scene of rustic comedy.

The remarkable enterprise has caused singular interest. To cope with the thousands of applicants for tickets two performances were given to-night, and there are to be three more to-morrow, and 1,500 tickets have been issued for each performance.

There was no scenery. The immense stone choir-screen served as a background. The unseen chorus was placed on top of the choir screen. The actors used the crypt as a dressing room. The author of the play was Mr. John Masefield. Mr. Gustav Holst composed the music; and Mr. Charles Ricketts designed the costumes. The play lasted for one hour and a half.

There were probably, to begin with, mixed feelings in the audience. At times, in the course of the performance, it was hard to believe the evidence of one's senses that anything so unconventional was happening in an English Cathedral—notably during the humours of the shepherds, one of whom was a disgruntled Cockney ex-Serviceman, while a second had Bolshevism, or, at least, strong I.L.P. leanings.

High Beauty.

But if some of the audience came from mere curiosity, no one can have left without a deep impression; or without the chastening feeling we get from scenes and thoughts of grandeur and, high beauty.

The play begins in Heaven. The doors of the screen open and admit four angels—the Spirits of Power, the Sword, Mercy, and Light. To these comes the Son of Christ; and an argument ensues concerning His human life that is about to be.

The angels were majestic figures in cloth of gold. Christ was represented as a man in the middle thirties with calm but suffering face. The enacting of this part was the touchstone of the whole.

If it had jarred at all the whole play would have been intolerable. It was, as a matter of fact, as good as it could possibly have been. The scene ended with Christ relinquishing His sceptre and glittering crown to the superb angels and departing in a simple white robe.

Splendid Picture.

The scene of the three kings followed. Mr. Ricketts's many-coloured and most beautiful dresses here made a splendid picture, with a great show of armour and banners on the choir steps. The fine enunciation of the impersonator of Gaspar, the second king, was noted here. Some of the other actors spoke rather too loudly and awoke a mass of echoes.

The scene of the shepherds would have been a fine one if a tone of sincerity and, indeed, of sublimity had not already been established. Of course, it is a sound medieval tradition that the shepherds should provide comic relief in a Nativity play.

Mr. Masefield has followed Mr. Rutland Boughton's "Bethlehem" in making his shepherds talk dialect. To-night the cockney shepherd who declared that:

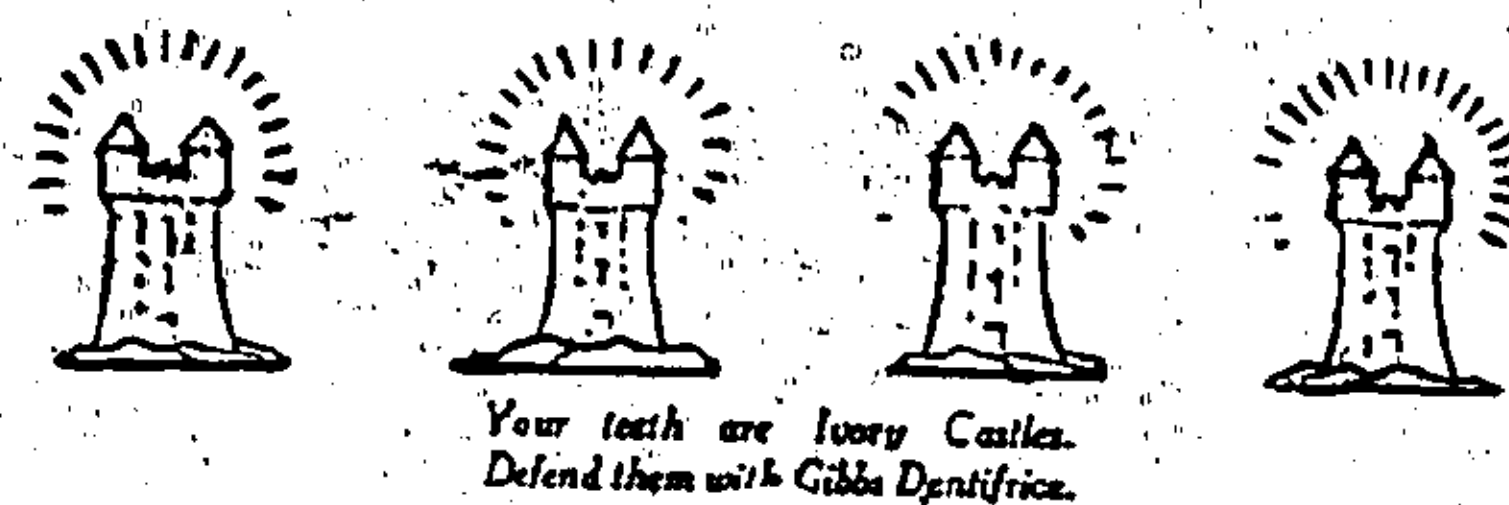
One thing I can let them know. In the next war the workers will not go.

was not a very easy actor. The I.L.P. shepherd who had to declare that:

It's time the workers should command. And have the wealth they make. was drily amusing.

He is just denying the existence of God when he and his chum are struck in a heap by the apparition (Continued at foot of next column.)

Gibbs Dentifrice



£9,168 ESTATE OF LORD OXFORD.

BULK LEFT TO CHILDREN OF FIRST MARRIAGE.

Lord Oxford's will, it is understood, is in a simple form and contains no unusual features.

His estate has been sworn at £8,168, and after legacies to his widow, to one old friend, and to one or two servants, the residue is divided between the children of his first marriage, the children of his second marriage having been provided for by their grandfather. Lord Haldane and Mr. Ernest Humbert, Lord Oxford's solicitor, were the sole executors of the original will, but under a codicil Sir Maurice Bonham Carter, Mr. Arthur Asquith, and Mr. Humbert were appointed.

The lapse of more than three months since Lord Oxford's death in the proving of the will has arisen solely from Mr. Arthur Asquith's absence in Brazil. He returned to London only a few days ago.

EX-KAISER'S SON AS "LABOURITE"

DEPLORING HIS FATHER'S MISTAKE.

BERLIN, May 20th.

A sensation was caused in Potsdam by the canvassing speeches of Prince August Wilhelm, the fourth son of the ex-Kaiser, during the election campaign for the new Reichstag.

The prince spoke on behalf of the German National Labour Party Association, and assured his hearers of his strict democratic principles. "The dynasty to which I belong," he said, "made a fatal mistake in holding so much aloof from the masses of the people. Had the Kaiser and his Ministers not committed this dreadful blunder they might still be ruling Germany."

He assured his audience that his own ambition had always been to be a good citizen of the State, and nothing more. This is the first occasion on which a Hohenzollern prince has ever mounted the election rostrum to plead the cause of a parliamentary party.

"RANJIS" LOST DIAMONDS.

The Maharajah Jam Sahib of Nawanagar (more familiarly known as "Ranji") was received by the King the other day. As he left his hotel to get into his car a glittering star fell from his breast and lay unnoticed on the pavement.

When the car had gone the commissionaire at the hotel entrance saw the diamond-encrusted decoration, and a telephone message was sent to Buckingham Palace informing "Ranji" that it had been found. He was so delighted that when he returned he gave the commissionaire of the Royal Palace Hotel a "five."

of the angel messenger with the glad tidings and the chanting of the heavenly hosts.

Noble Melody.

The final scene was that of the Adoration of the Magi and the shepherds. The Virgin and Child appear as in an Italian altar-piece. Here there was a hymn in which the audience was invited to join—a hymn which will surely become admired and sung far and wide, for it is a noble melody.

Mr. Holst's music was always in the most appropriate vein. It was not elaborate, but in its very clear and direct way it had much character.—Daily Mail.

DIARY OF EVENTS.

To-day.

(June 20th.)

Royal Hunt Cup, Ascot.
Indo-China Steam Navigation Co., 47th ordinary general meeting, noon.

Property Sale de Souza's Inland Lot No. 2334, Wong Nei Chung, 3 p.m.
Khalsa Divan Tea, H.K. Hotel, 5.15 p.m.

Queen's Theatre: "Sunrise."
World Theatre: "Ankles Preferred."
Star Theatre: "Buck Privates."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Thursday.

(June 21st.)

Queen's Theatre: "Sunrise."
World Theatre: "Blonde or Brunette."
Star Theatre: "The Great Catby."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mail: Inward: Europe via Suez (Rasulpindi).

Friday.

(June 22nd.)

Coronation of H.M. King George V.
Dragon Festival.
Christian Fellowship Meeting Helena May Institute, 10.30 a.m.

At Home: Chinese Merchants Club.
Queen's Theatre: "Sunrise."
World Theatre: "Blonde or Brunette."
Star Theatre: "The Great Catby."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Saturday.

(June 23rd.)

Birthday of H.R.H. The Prince of Wales.
Extra Race Meeting.
Queen's Theatre: "Sunrise."

World Theatre: "Blonde or Brunette."
Star Theatre: "The Great Catby."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mail: Outward: Europe via Marseilles (Raspaya), 10.30 a.m.; Europe via Victoria, B.C. (Tyndareus), 10 a.m.

Sunday.

(June 24th.)

Midsummer Day.
Queen's Theatre: "Good Morning Judge."
World Theatre: "Circusmania," 2.30 and 7.15; "Millionaires," 5.10 and 9.20.

Star Theatre: "On Ze Boulevard."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.

(June 25th.)

Queen's Theatre: "Good Morning Judge."
World Theatre: "Circusmania," 2.30 and 7.15; "Millionaires," 5.10 and 9.20.

Star Theatre: "On Ze Boulevard."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Tuesday.

(June 26th.)

Sanitary Board Meeting, 4.15.
Queen's Theatre: "Good Morning Judge."
World Theatre: "Exit Smiling."
Star Theatre: "A Woman's Woman."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

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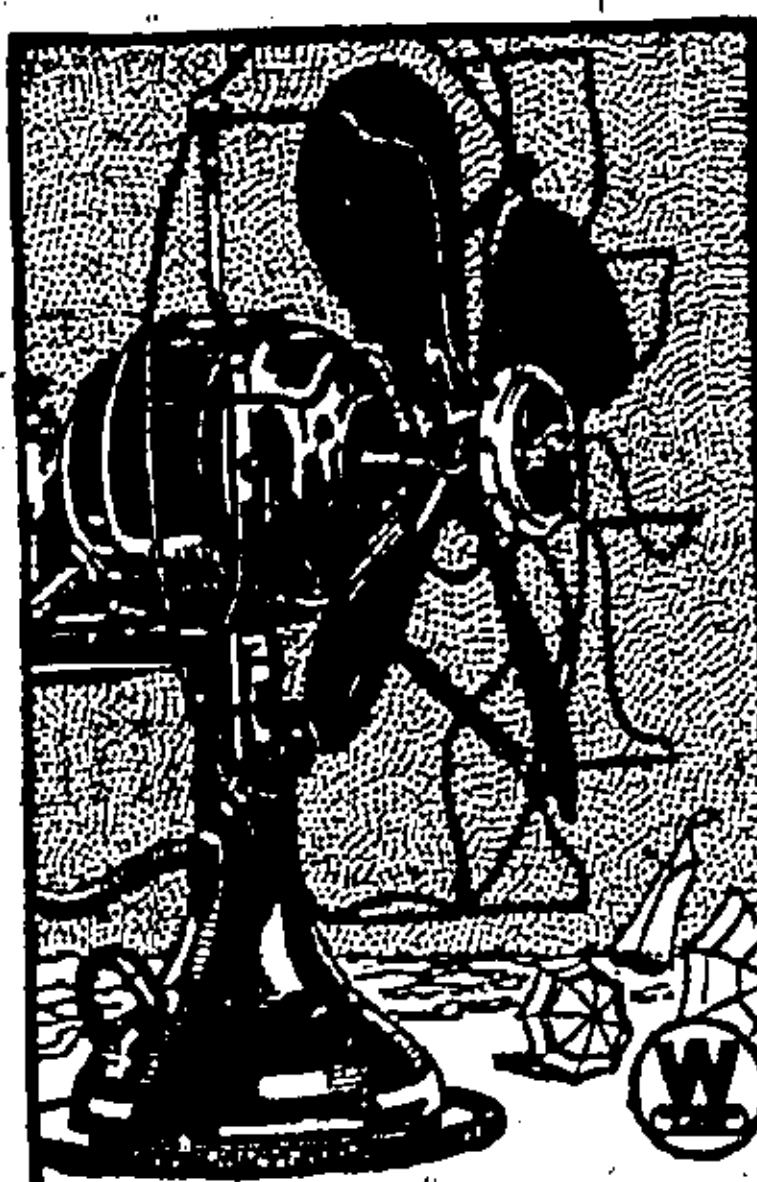
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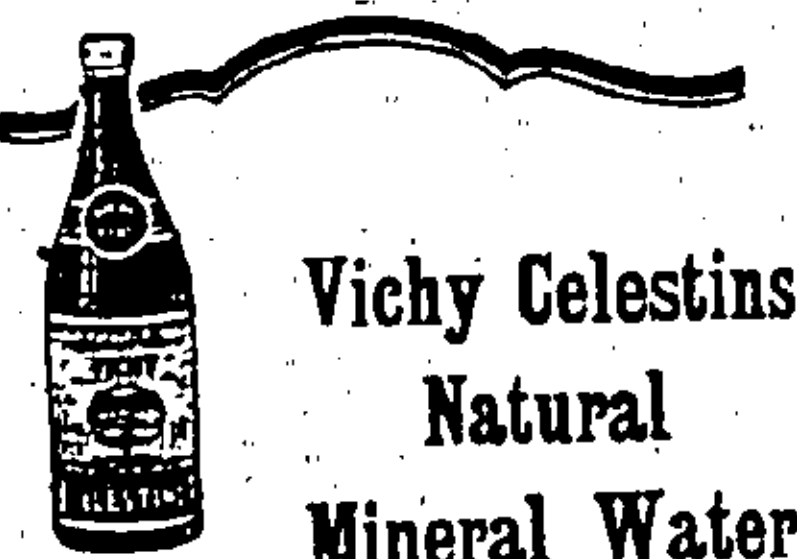
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DO WE WANT TO LIVE TO 150?

PROF. VORONOFF'S
EXPERIMENTS.

FAMOUS WRITERS' VIEWS.

The lecture delivered by Prof. Serge Voronoff, the eminent Paris surgeon and monkey gland expert, to the Cambridge Medical Society has aroused widespread attention in England.

"Life is very precious," said Dr. Voronoff, "and to women good looks and the perpetuation of a youthful appearance are an envied dowry. I have never met any one disease-free who really wanted to die. I have rejuvenated a thousand people, and they are all happy and contented with their new lives, and when the end does come, it is sudden and painless."

"There is no dragging out dreary days darkened by lack of vigour and lack of ambition. Just a painless passing to the beyond after a happy and healthy life of a century and a half. This I account to be my greatest achievement. Certainly such an end has called forth, and will continue to call forth, every scientific effort of which I am capable."

The *Daily Express* took up this question and found that the prospect of living to the age of 150 does not meet with unmixed approval. Here are the views of four famous people—three writers and a noted specialist—which were obtained.

Miss Rebecca West.

"I have no objection to living to 150 years if I could have good health and a good income, and if all my enemies should die fairly young and all my friends should live as long as I did. In those circumstances I think it would be quite good fun to live to 150."

"I think it would be really amusing to live on so long that one would see the changing situation that would occur if we had run out of petrol, and had, more or less, to go back to the pre-motor-car time, which, of course, we shall eventually have to do unless fresh supplies of petrol are found."

Mr. F. E. Bailey.

"I should hate to live to be a hundred and fifty, or even to be a hundred. Indeed, I doubt if I were a Cabinet Minister, the adjective 'young' would be applied to me. I cannot understand this vanity of survival which obsesses people."

"If a man hasn't done his best work by the time he is fifty he will never do it. After that he tends towards repetition. After fifty the mere effort to live—the careful diet, the treatment of gouty symptoms, and so on—becomes rather a bore, in all but exceptional cases."

"After fifty there is no romance. What woman would fall in love with a man over fifty? I write, naturally, as an individualist. It doesn't mean very much to me to enjoy vicariously the triumphs of the next generation."

"No doubt elderly readers will contradict me, and say that Earl Haig commanded in France when over fifty, and that Gladstone was Prime Minister at eighty; they will also quote judges who live to be incredibly old. I shall remain unconvinced, because the greatest joys are physical, and when they depart little is left. What is the use of coming to enjoy a glass of milk and a book?"

Miss Joan Sutherland.

"So much is happening in the world of science that another century and more of life sounds a thrilling proposition. To see television perfected, to hear the great voices of the past, perhaps even, with the aid of scientific instruments, to see as well as to hear Socrates or the scene and words of the Sermon on the Mount. Such an achievement seems almost worth the waiting, but against it there is something subtly powerful. One would be so terribly alone."

"Friends, relatives, children, all would be gone and health would be feeble; the grasshopper would be a burden, and I believe one would long for the silver cord to be loosed and the golden bowl to be broken."

"Life is full of enchantment in the fullness of strength, but I think for myself that long before the century would be ended I should be tired of waiting, and should be longing to pass onward into 'the glorious liberty of the free.'"

Dr. Bernard Hollander.

"With so many scientific interests I should like to reach the age of 150 years in order to continue my work and see what others will accomplish."

ORDERS FROM THE SOVIET.

VALUED AT £4,000,000.

BRITISH MACHINERY.

EXPERTS GOING TO RUSSIA.

British firms have secured large orders from the Soviet Government of Russia representing a total of more than £4,000,000, says the *Daily Express*.

A sum of £2,300,000 will be paid by the Russians to British firms in respect of two sets of contracts, and the orders are divided as under:—

£1,200,000 for textile machinery to three separate textile machinery factories in Lancashire and Yorkshire.

£1,000,000 between two electrical companies, one in the Midlands and the second in Scotland, for electrical power station plant and equipment, including steam turbines, high-pressure boilers, generators and switch gear.

The two orders, amounting to £2,300,000, are the first orders of such magnitude given by the Soviet Government to Great Britain since the official break in relations between Britain and Russia after the raid on Arcos in May of last year.

An interesting arrangement has been made for payment of the £2,300,000 into England. Extended credits have been sanctioned, on bankers' guarantees, under which the money from Russia will be paid to the English manufacturers during the period required to make and deliver the machinery which is needed by the Soviet. The longest credit extends for a period of five years, and the average credit runs to between two and three years.

Other £1,000,000 Orders.

Apart from these two million pound contracts, a number of other important orders have come from Russia to England recently. They include a variety of commissions from the Soviet Government to British merchants and manufacturers for the supply of:—

Motor-cycles and bicycles for use in the Russian postal services, machine tools, railway equipment, and such commodities as rubber and white metals.

These separate orders amount in the total to another million pounds.

The Russian co-operative movement, in addition, has spent heavily in England during the past few months. Through their English agency, the co-operators of Russia have spent £1,000,000, principally on commodities—with tea as the chief item—and also on bakery and tea-packing machinery.

At the present time, also, inquiries are being circulated by the Russian Government in Britain for quotations to cover the equipment of a huge motor factory near Moscow, capable of turning out 12,000 motor chassis in a year.

"We welcome these new business dealings with England," said a director of Arcos to a representative of the *Daily Express* in reference to the textile and electrical contracts, "for it shows that leading British manufacturers have a true appreciation of the future of Russian industry and endeavour."

"The firms who are supplying us with the machinery have also agreed to send their own technical experts and engineers to Russia to assist in the planning and establishment of new plants and factories for Russian industrial development."

New Factories.

Among the different power plants and factories which are to be established in Russia with British machinery are:—

Extension of the "Electrotok" generating station which provides light and power for Leningrad. A great steam power factory for the making of soap in Moscow. The boiler plant in this factory, made by British engineers, will be the first of its kind in Russia, and is designed to have a working pressure of sixty atmospheres. Textile industries power plant and factory at Ivanovo-Voznesensk.

New generating station at Tchelabinsk, on the borders of Siberia. The British plant here is to have an output of 22,000 kilowatts. Another power station at Briansk, the centre of the Russian metallurgical industries.

The textile machinery which Lancashire and Yorkshire will build will be installed in new cotton and woollen goods factories in the Moscow district. Other electrical plant and railway equipment is designed for the conversion of the local steam railways of Moscow to modern electric traction.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

Chinese Company.

Those members of the Chinese Company who were absent from the parade for inspection of arms on Thursday, June 14th, will attend at the Central Police Station compound on Thursday, June 21st, at 5.30 p.m. sharp. Dress: White uniform, cap with cover, belt, rifle, and sidearms.

Recruits will parade at the Central Police Station, on Thursday, June 21st, at 5.30 p.m. sharp for Squad Drill under Sergt. Condon. Dress: Mufti.

REVOLVER SHOOTING.

Members of the Chinese Company who have passed the preliminary course in Revolver Shooting will attend at the Kennedy Road Revolver Range on Sunday, June 24th, for the advanced course under Inspector Booker. Firing will commence at 9 a.m. sharp. Dress: Mufti.

Passed with credit:—Constable R23 Ho Shih Yu.

Passed:—Constables R40 Ng Chi Lau and R50 Young Kwan Sui.

Indian Company.

Constable R232 Y. J. Khan has been taken on the strength of the Indian Company as from May 31st. All recruits of the Indian Company will parade at Central Police Station on Thursday, June 21st, at 5.30 p.m. sharp for Squad Drill under Sergt. Condon. Dress: Mufti.

Flying Squad.

Strength: Constables R303 Chan Ming Chi and R304 Lam Chung Mow have been taken on the strength of the Flying Squad as from June 11th. Constable R342 Chung Yu Fan has been permitted to resign as from May 29th.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, June 21st. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki.

Those members of the Flying Squad who have not yet been passed out as efficient in Part I. will attend at the Central Police Station on Wednesday, June 20th, at 5.30 a.m. sharp for Squad Drill under Sergt. Condon.

Sharpshooter's Company.

The following have enrolled in the Sharpshooter's Company:—

Lieut.-Sergt. (superannuated) R425 P. O. Peuster.
Constables:—R402 C. A. Grimes, R403 S. C. Ho, R404 R. A. Young, R405 A. W. Grimmett, R407 W. V. Field, R410 J. C. M. Grenham, R412 O. B. Raven, R414 H. Cooper, R415 W. Ward, R419 A. J. Raptis, R421 J. Van der Lely, R422 A. Sperry, R423 W. C. Gee, R424 L. R. Billingham, R425 E. Tuck, R427 F. Brett, R428 A. J. Manton, R429 J. M. Purvis, R430 J. C. L. Wong, R431 G. Frost, R432 W. E. Dorahjee, R433 G. P. Murphy, R434 C. F. Pragnell.

REVOLVER PRACTICE.

The regular fortnightly practice will be held at Kennedy Road Range on Wednesday, June 27th, at 5 p.m. sharp. Uniform optional. Members to bring their revolvers, holsters, and belts.

Police Training School.

The weekly classes at the Police Training School, Kowloon, will be held on Wednesday, June 20th, at 6 p.m. sharp. All members of the Chinese, Indian, and Flying Squad Companies who have not yet passed Part II. of Training Course must attend.

(Sgd.) W. KEST, A.S.P.,

Adjutant.

Hong Kong, June 18th, 1928.

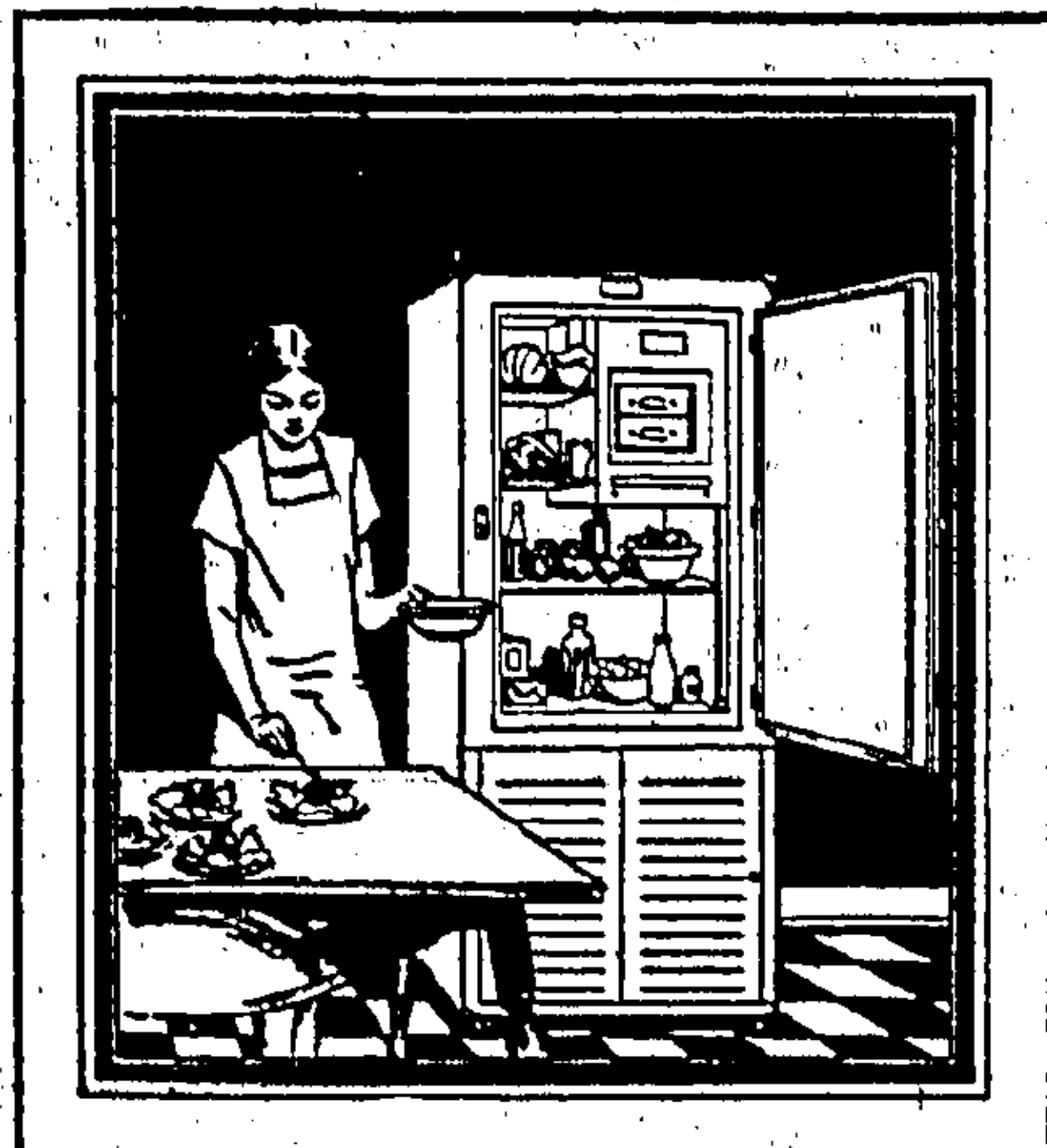
REDS TO BE EXPELLED.

END TO "ESPERANTO"
CONGRESS IN BERLIN.

BERLIN, May 25th.

The 23 Polish Communists who were arrested here on Tuesday night at a so-called Esperanto Congress are to be expelled from Germany, and the money (£5,000 in dollars) found on their leader is to be returned after the deduction of fines for illegally entering Germany.

It is pointed out that the Bolshevik propaganda and espionage department, which is attached to the Soviet Embassy here, makes all payments to its agents in dollars. This fact, together with the fact that the Polish Government prohibits travellers from taking large sums of cash out of the country, creates strong suspicion that the Poles received the money found in their possession from official Bolshevik sources in Berlin.



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HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 19th, 1928.

H.K. Bank	\$1,350 buy, 4 sa.
Do.	London.....\$1,380 nom.
Chartered Bank	\$214 buy.
Mercantile Bank A. & C.	\$235 nom.
Do.	O. 214 nom.
P. & O. Bank	\$291 nom.
East Asia Bank	\$270 nom.
Canton Insurance	\$315 nom.
Union Insurance	\$354 buy.
North China Ins.	\$142 buy.
Yankee Insurance	\$150 nom.
China Underwriters	\$220 buy, 230 sel.
China Fire Insurance	\$235 buy.
Hong Kong Fire Ins.	\$720 buy, 730 sel.
Douglases	\$37 sel.
H.K. Steamboats	\$29 nom.
H.K. Tugs	\$24 nom.
Indo-China (Prod.)	\$304 buy.
Do. (Ind.)	\$70 nom.
Shell Transports	\$92 nom.
Waterways	\$94 buy.
Esperanto	\$14 nom.
Kauai Mining Ad.	\$34 nom.
Langkate (combined)	\$12.50 nom.
Do. (single)	\$3.50 nom.
S'hai Explorations	\$12.50 nom.
Shanghai Loans	\$1.34 nom.
Banau	\$4.10 buy.
Tromoh Mines	\$176 nom.
H.K. & S. Wharves	\$154 buy.
H.K. & W. Dock	\$374 buy, 40 sa.
China Privates	\$1.10 buy.
Hongkows	\$1.10 nom.
New Engineering	\$11.5 nom.
Shanghai Loans	\$1.10 buy.
Ewo Cottons	\$1.80 buy.
Oriental Cottons	\$1.20 nom.
S'hai Cottons (old)	\$1.14 nom.
Do. (new)	\$1.21 nom.
H.K. & S. Hotels	\$97 buy, 98 sel.
H.K. Land	\$652 nom.
Shanghai Loans	\$1.14 buy, 137 sel.
Hongkows Estates	\$142 nom.
H.K. Estates	\$42 sel.
H.K. Tramways	\$24 buy, 24 sel.
Peak Trams (old)	\$124 buy.
Do. (new)	\$124 nom.
Star Ferries	\$64 buy, 65 sa.
China Loans (old)	\$11.25 nom.
Do. (new)	\$11.70 nom.
Do. (1928 issue)	\$11.50 nom.
H.K. Electric	\$714 nom.
Macao Electric	\$202 buy.
Telephones	\$34 buy, 62 sel.
China Buses	\$11.5 buy.
Singapore Traction	\$11.5 buy.
Do. (Prod.)	\$176 nom.
China Sugars	\$29 buy.
Malacca Sugars	\$244 nom.
Malacca Loans	\$24 buy, 31 sel.
Cement (combined)	\$24 buy.
Do. (old)	\$24.50 sel.
Do. (new)	\$1.70 sel.
H.K. Buses (old)	\$44 buy, 7 sel.
Do. (new)	\$110 nom.
United Alabamas	\$10 nom.
Dairy Farms	\$214 nom.
Watsons	\$14 sel.
Der A Wings	\$15.50 nom.
Loan Onwards	\$24 nom.
Blackbills	\$24 nom.
Singapore	\$24 nom.
Wm. Powell	\$3 buy.

(Continued at foot of next column.)

ENGLISH SUNDAY PAPERS AGAIN BURNED.

TRAIN HELD UP IN IRELAND.

Six thousand copies of English Sunday newspapers were seized and burned at Killiney, County Dublin, on May 20th by a party of young men who entered the railway station, ordered the stationmaster and porter away, and held up a train bringing the newspapers from Kingstown. They told the driver to back the train to a point which they indicated, and, opening the luggage van, threw out bundles of newspapers which were directed to various places along the line to Wexford. The papers were then set on fire and destroyed.

The men, it is stated, were not masked and were unarmed. Their action is believed to be a protest against the publication of a life of Christ in a London newspaper which was criticised by the Bishop of Galway.

The English Sunday newspapers have been frequently burned or otherwise destroyed in Ireland during recent months.

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H.K. Constructions\$14 sel.
H.K. Indus. G.S. Bonds\$44 buy.
H.K. Govt. Loans\$44 prem. nom.
Rubber\$24 buy, 24 sel.
buy—buyers; sel—sellers; sa—sales; nom—nominal.

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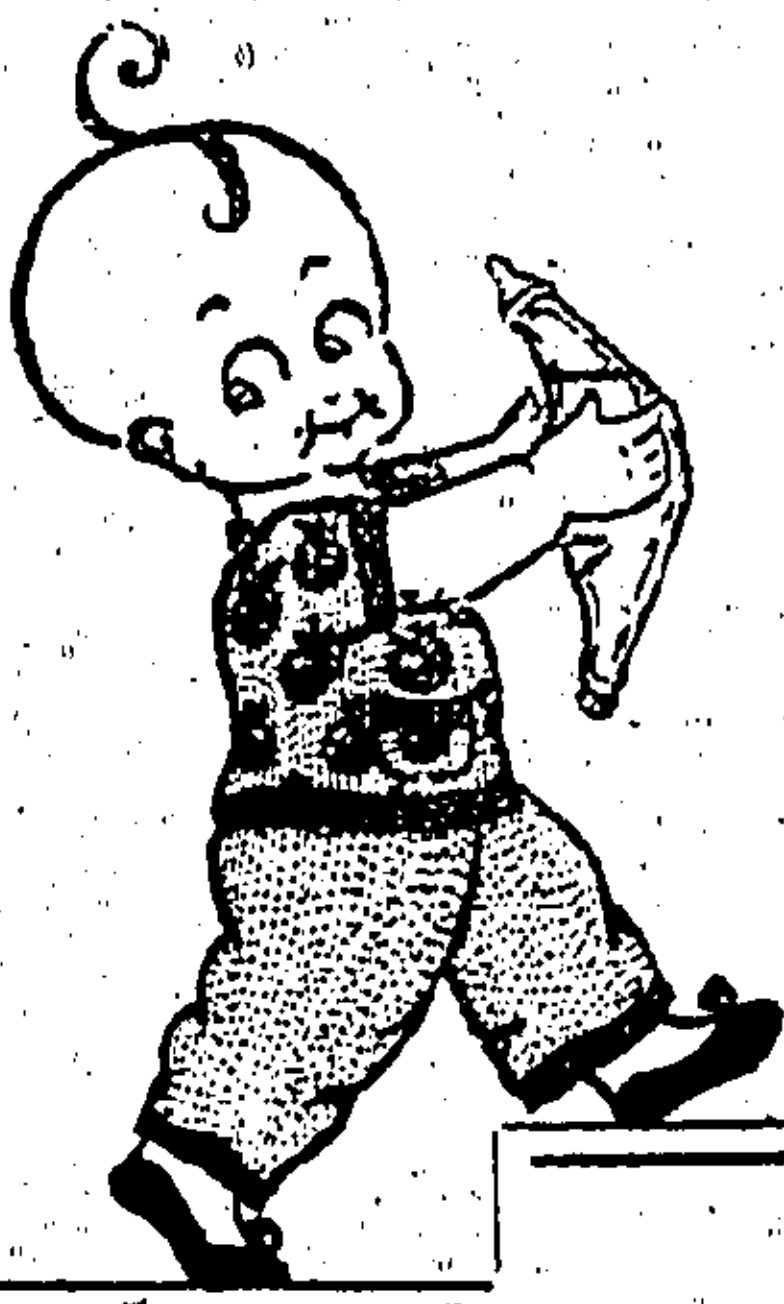
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[A.P.]



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HOT or COLD DRINKGet one tin for trial
Obtainable at all Stores
and Cafeshops.Sole Agents: HUI and HUI Co.
(Alexandra Building) Hongkong.

"SUNRISE."

DRAMA OF PEASANT LIFE.

GERMAN PRODUCER'S
TRIUMPHABSORBING STORY OF
PRIMITIVE NATURES.

[BY OUR FILM CRITIC.]

The film "Sunrise," now being shown at the Queen's Theatre, has provoked favourable criticism wherever it has been screened and has been generally acclaimed as the most technically perfect film yet made. The critic's opinion does not, however, always coincide with that of the general public to whom details of technique are comparatively unimportant. But in the case of "Sunrise" opinions will be generally unanimous as to its supreme merit. Sudermann has set out to tell a story which is true in every detail. The fact that he has chosen a tragic rôle for his characters does not make it the less true—such things do happen to a lesser or greater degree every day. The director, F. W. Murnau, has taken the story and visualised it so perfectly that there is no false note anywhere.

The man, his wife and the woman of the city are people such as Hardy drew. The minds and emotions of the peasant couple are untroubled by complexes, and the picture of the domination of the man's mind by that of the more sophisticated city bred woman is handled in a masterly manner.

He is of the type that belongs to no country in particular, and the fact that the scenes in which his life is passed are German, has no special significance. The man is a peasant farmer on a small scale, young and untroubled in his animal-like happiness until the second woman comes into his life. He is not more stupid than most of us, only infinitely more simply. He loves and accepts his wife and child as he does all the other essentials of his existence.

It is easy to see why the town bred woman loved him and sought to take him back to the city with her, and as easy to understand the fascination that she exerted over him. She is to him like a fair or a bewildering visit to the town, having a glamour that is not quite real, and when she makes her suggestion that he should come with her, his natural commonsense exerts itself "What about my wife?" Her well prepared scheme to get rid of the woman who was in no sense her rival leaves him thunder-struck and then angry, until she bewilders him with her caresses and impresses her mind and will on him. You see him go home as in a drunken stupor, the thing which he is to do looming terrible in his mind which can see no escape from it. When the moment of action comes he is away from the stronger mind and he realises that he does not in the least want to drown his wife.

The Acting.

George O'Brien's rendering of the part is excellent. He makes it human, sympathetic, intensely interesting, and never for a moment loses the essential peasant outlook. You are reminded of "Jude the Obscure" and to a lesser extent of "The Mayor of Casterbridge," but never of the farm boy of American films. The projected deed put aside the man forgets it more readily than the wife because it never seemed real to him. His clumsy attempts to "make up" when they reach the town are pathetic but not so infinitely pathetic as the moment when full realization comes to him as he hears another promise to love and protect his bride. He howls then like a child who realises that it has hurt its mother, and the terrified little peasant who sees that he is only a baby. Her hysteria vanishes as she comforts him, and they turn to their outing like a couple of children.

What follows—their visits to the barber, the photographer, and the fun fair—is quite delightful but unimportant to the story as is also the return journey across the lake, when a storm nearly causes the tragedy which was planned for the morning crossing. But it has been kept by the Director so essentially in character that you read on, as it were, even though the climax is over, and it is pleasing to see these really pleasant people happy again after their troubles.

Janet Gaynor acts well too. Her gradual realisation of the thought in her husband's mind is extraordinarily well brought out and her lighthearted gaiety in the city charming.

Not A dull Moment.

There is not a dull moment in "Sunrise," every inch of film has significance and is interesting and it is a picture which will remain in your mind a very long time. The (Continued on next column).

DR. DOROTHY LOGAN
CENSURED.NAME NOT ERASED FROM
MEDICAL REGISTER.

THE CHANNEL SWIM HOAX.

Sir Donald Macalister, the President, at a meeting of the General Medical Council on May 23rd, announced the decision of that body concerning the case of Dr. Dorothy Logan, who appeared before them in connection with the "Channel swim hoax."

The Council decided not to erase Dr. Logan's name from the Medical Register.

The charge against her was framed on the police conviction and fine of £100, following her claim that she had swum the English Channel, without having done so, with the declared object of exposing the possibility of establishing unreliable athletic records.

The circumstances of the conviction were laid before the Council by Mr. Charles Harper, solicitor to the Council.

Dr. Logan defended herself, and the Council, after a two hours' session, through the President, gave their decision.

Words Of Warning.

The Council, he remarked, had very carefully and seriously considered the conviction which had been recorded against Dr. Logan, and it had been proved—to their satisfaction—a conviction for an offence against the Perjury Act, which was of a very serious character.

They had also taken into account the explanations that Dr. Logan had offered by way of mitigation of that offence, and they desired him to say that they had formed the opinion that Dr. Logan at the time, and perhaps even subsequently, had been imperfectly realizing the responsibility which rested upon every citizen, and in a special degree upon a member of an honourable profession like that of the medical practitioner, to refrain from appending their signature to any statement for which they could not vouch for the contents being true.

The Council had, however, come to the conclusion that perhaps the punishment to which Dr. Logan had already been subjected, and the proceedings of that day, might have enabled her to realise afresh and more fully the responsibilities which rested upon her. And, believing that in time to come she would never purport to attest anything which she knew to be untrue, and that her conduct henceforth would be worthy of the profession, they had decided not to erase her name from the Medical Register.

SETTLER, FAMILIES.

MANITOBA TO PROVIDE 200
FARMS.

WINNIPEG.

The Canadian Government Department of Immigration and the Manitoba Government have negotiated an agreement whereby 200 British families are to be settled on Manitoba farms under a scheme which calls for the combined assistance of the British, Canadian, and Manitoba Governments.

Similar schemes have been negotiated elsewhere and already a score or more families have been brought out for settlement in the Maritime Provinces.

The scheme provides that the British Government shall contribute £300 a family to cover the initial expenses of starting in farming. The Canadian Government selects the families, provides superintendence after settlement, and also acts as the financial agent of the British Government in collecting the £300 outlay over a long period of years.

In addition, the Canadian and British Governments give to the family the assisted passage rate from the British Isles to the point of destination in Canada.

The province buys the farms or supplies them from lands now in its possession and agrees to sell to the family at actual cost, the amount to be repaid over a period of years with interest at 5 per cent.

story is at times intensely pathetic but it is never horrible, and the beauty of some of the scenes is exquisite.

The scenes on the film have, many of them, the qualities which make the greatness of those small pictures of Dutch interiors which you will find on the walls of any big gallery. They are never merely pretty and in every detail representative of the simple lives of peasant people. Perhaps the most lovely are the pictures which show the mist rising off the lake, I can remember no film which has anything to compare with them for really artistic photography.

"Sunrise" is a film which should on no account be missed. It is a finer production than "Seventh Heaven"; you should note that it is being shown at special times, 2.30, 5.00, 7.15 and 9.30.

DARTMOOR FOLK
ALARMED.CONVICTS FREED AT GAOL
GATES.WOMAN NOVELIST'S
REVOLVER.WIDECOMBE-IN-THE-MOOR,
Devonshire.

The attention of the authorities has been called to the risks run by people living on Dartmoor from the practice of releasing at the prison gates of Princetown "Gaol" those convicts who have served their full sentences.

People living in isolated cottages on the moor have been alarmed by the disclosure that Frederick Guy Browne, one of the men under sentence of death for the murder of P.C. Gutteridge, spent two nights on the moor, armed with two revolvers, while waiting for another convict who was being released from the gaol.

The authorities point out that all men released on ticket-of-leave are given tickets to their homes or the town in which they were convicted and are seen into the train by warders. They must report within 24 hours to the police in the district to which they have elected to go.

In the case of prisoners who forfeit remission of sentence the authorities have no power to compel them to travel by train. But very few prisoners serve their full sentence.

Miss Parr's Revolver.

Miss Olive Katherine Parr, the novelist who writes under the name of Beatrice Chase and has spent 25 years at Widecombe, in the heart of the moor, is leading an agitation for stricter control over the movements of convicts leaving the gaol. She said:—

In view of the danger I have been given permission to have a revolver, but no woman, even if she were armed, would have the slightest chance if she came up against a man like Browne. The position of the simple Devonshire folks who live in these scattered cottages is even worse.

Captain Vyvyan, Chief Constable of Devon, said he had no fear for the safety of his men. He had received a complaint from Miss Parr, which would probably be investigated by the Home Office. He added:

Usually convicts are in a hurry to get away as soon as they are released, for if they remain in the district they at once come under suspicion and are liable to arrest.

ARE BOOKS TOO DEAR?

SEARCH FOR READING
PUBLIC.

DULL SHOPS.

"If people were as ready to fill their minds as they are to fill their stomachs or to pollute the air with smoke there would not be any discussion on the price of books. Books really are extraordinarily cheap," said Mr. Stanley Unwin, the publisher, opening a discussion on the price of books at a meeting of the Incorporated Society of Authors in London.

"The price of books," he continued, "is a question which confronts publishers daily. It is so often assumed that the price is actuated by a whim or perversity of the publishers."

"It is a purely economic problem. Certain German publishers fix their prices from complicated algebra formulae. French publishers recommend all others to adopt a similar method. We English publishers travel by simpler roads and arrive at the same conclusion as our learned brethren on the Continent."

"Many of the books that are published would never be produced if they were for sale to the public, but they are chiefly for circulating libraries."

"Production costs have more than doubled since the war, and show no sign of decreasing."

"The average sale of new books is miserably small. The proportion of books which sell more than 2,000 copies is fractional."

"New Reading Public."

Mr. Roy, of Messrs. W. H. Smith and Son, declared that the "New Reading Public" of which he had heard so much did not exist.

"Supposing that the author, the publisher, and the bookseller each sacrificed something, and the 7s. 6d. novel were published at 6s., I do not believe that it would make the smallest difference to the sale of books."

Mr. Hugh Walpole, the novelist, expressed a more optimistic view. During his tours up and down England, he said, he had discovered that the "New Reading Public" did exist. He condemned English book shops with their standardised shelves. He found the average book shop assistant stupid and ignorant when he wanted to buy a book, and pleaded for book shops which would be more interesting and more exciting for book buyers.

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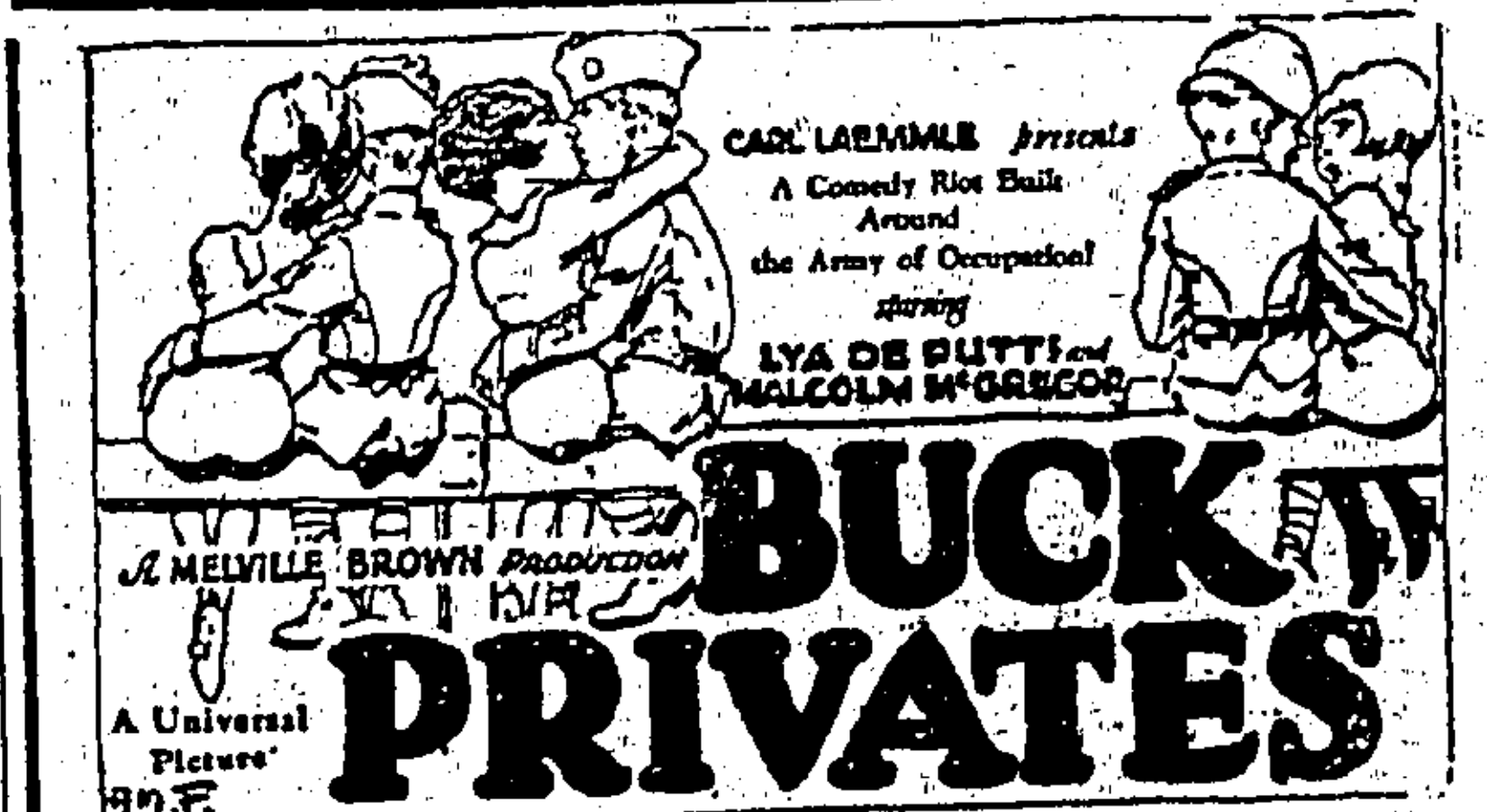
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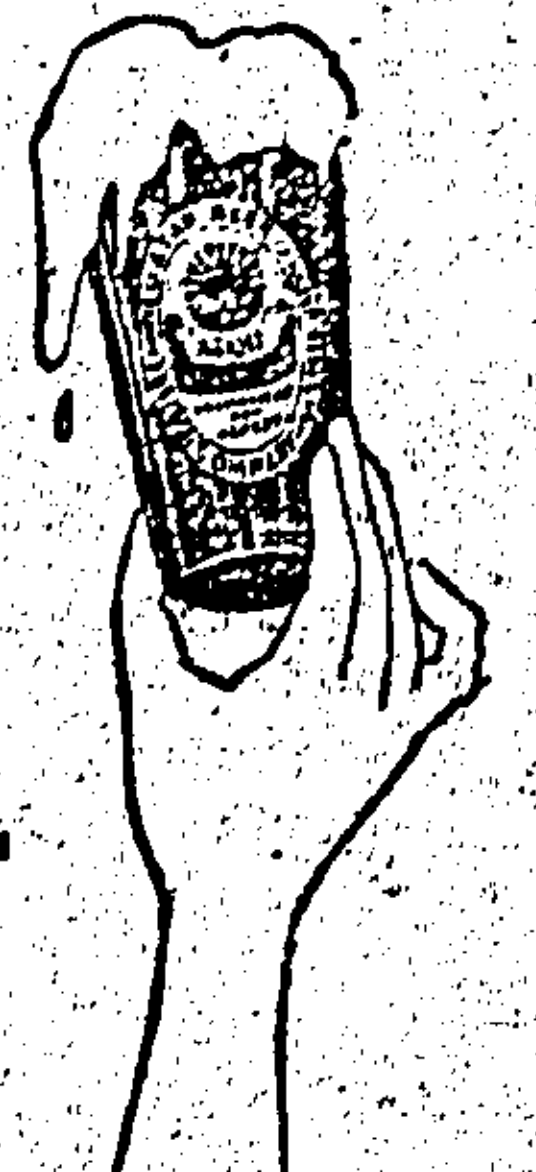
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J.P.'S TWO SISTERS SHOT DEAD.

STRUGGLE WITH AN ARMED ROBBER.

KILLED WITH THEIR BROTHER'S GUN.

London, May 25th.
Miss Maggie Macauley, aged 44, and Miss Sarah Macauley, aged 30, sisters of Mr. Andrew Macauley, J.P. of Armoey, County Antrim, were shot dead in a struggle with an armed man yesterday afternoon.

The man entered Mr. Macauley's house at about four o'clock. Mr. Macauley was out in the fields with farmers at the time, and his sisters were alone. The sisters apparently pluckily tackled the man and were shot with their brother's gun.

They were found lying beside each other on the kitchen floor with their brains almost blown out.

The man escaped with £10 and a gold watch and chain. All the available police for miles around were notified and set out in search of him. Last night they scoured the county in motor-cars, and the people from the villages around also organised search parties.

It is believed that the man is one who was already being sought by the police at Ballycastle, about 10 miles away, in connection with two small burglaries at houses in the Ballycastle district.

"MY OWN GUN."

MR. MACAULEY'S TERRIBLE DISCOVERY.

Mr. Macauley told a *Daily Mail* reporter that, accompanied by his brother, he went in the morning to do some fencing work about a mile from his home. Before leaving he told his sisters he would not be back to lunch, and asked them to take him a cup of tea. At midday they took him the tea and sat with him for a time.

"The first intimation I received that anything was wrong," said Mr. Macauley, "was from one of my employees, who was working some distance from the house."

"This man was told by an aged woman employee who was working about the house that she had heard a shot, and on going into the house found the two sisters murdered."

"I found my two sisters lying beside each other on the kitchen floor with their brains nearly blown out, and my own gun, containing two empty cartridges, lying beside them."

"A sum of £40, together with a gold watch and chain, my property, were missing."

Cartridges Tamped With.
"My gun had been hanging up on the wall, and near at hand was a box of cartridges, which had been tampered with."

The terrible affair has created a great sensation throughout the district in which the Macauley family are greatly respected. Mr. Macauley is a large farmer, and is chairman of the Ballycastle Board of Guardians and a member of the North Antrim Educational Committee.

An Isolated Village.

Armoey is a village in an isolated district 10 miles from Ballymoney and 20 miles from Portrush. Its population is fewer than 300.

M. BRIAND.

RESIGNATION LIKELY OWING TO ILL-HEALTH?

Paris, May 24th.

M. Briand, the French Foreign Minister, has not recovered his usual good health since his recent severe illness, and his friends state that he is anxious for a rest. He has not appeared in public for many weeks, and to-day, when he attended the Ministerial Council at the Elysée he drove there by car from Cocheret, his country home, and appeared pale and tired.

He is 67 and has figured in parliamentary life for a quarter of a century. He has been Prime Minister ten times.

In the drafting and signing of the Locarno Treaties he played a conspicuous part with Sir Austen Chamberlain and Dr. Stresemann, the British and German Foreign Ministers.

If, as his friends expect, he resigns shortly, it is thought that M. Poincaré will assume the post of Foreign Minister, in addition to that of Prime Minister.

M. Tardieu, Minister of Public Works, might then be transferred to the Ministry of Finance, which M. Poincaré now holds. He would be given the technical aid of M. Moreau, who would relinquish the Governorship of the Bank of France for a time.

THE SHANGHAI VOLUNTEERS.

MUSTER ROLL THAT NEEDS DOUBLING.

ONLY TWO-FIFTHS OF "POSSIBLES" SERVING.

The need of strengthening the active roll of volunteers in Shanghai has been so frequently emphasized of late by distinguished naval and military officers whose opinions cannot be ignored, says the *North-China Daily News*, that we feel further reference to this important subject is timely; more especially as the Shanghai Volunteer Corps could well be doubled, without affecting in any way the strength of the Special Police, whose services are equally as valuable as those of their military brethren.

The strength of the Corps at date is 1,600, excluding the Russian Company. On the basis of the last census (1925) of the French and International Settlements there are about 6,000 men aged 18 years and above of European and American parentage, exclusive of Russian and Asiatics, residing in the French and International sections of Shanghai. Deducting a third, which is a generous allowance of 2,000 for those of advanced age, the conscientious objectors, and others incapacitated for military duty, the strength of the Corps should be 4,000. Three-fifths of Shanghai's foreign manhood who could take part in the defence of their homes if necessity arose are therefore shirking their duty.

On the above basis of 4,000 probabilities of military age, able to serve as volunteers, nationalities are represented as under. The percentages show the number of men serving in the S.V.C. out of every hundred who could serve, based on two-thirds of the foreign population of military age.

	Per cent.
British	50
Dutch	45
Portuguese	42
Italian	34
Swiss	33
Norwegian	27
American and Filipino	23
Swedish	21
Russian	1

The Japanese and Chinese units are both up to the limit of their establishment. The figure for the Russians does not include the Russian unit of 125, the members of which are paid men.

The volunteer course is anything but an arduous one in Shanghai, but when trouble arises, although by no means as efficient as regular soldiers, its members have been taught to drill and to shoot, are acquainted with the secret military orders concerning volunteers, and know at once where to go and what to do.

11th Hour Recruits A Nuisance.

As a rule, on the outbreak of trouble, scores of applications are received from would-be volunteers, whose intentions are good, but whose knowledge is nil. Generally speaking they have to be content with short shrift at Headquarters, the staff at such a time having its hands full for 24 hours a day in providing for volunteers who are already on its roll. Such applicants cannot be supplied with arms, ammunition and uniform, at a moment's notice, and even if drafted to a unit would be more often a hindrance than a help. In volunteer service, even more than any other, the time to prepare for war is in time of peace.

Responsibility Of Taipans.

In a great measure the attitude of taipans towards the Volunteer Corps is reflected in the men of their staffs. Encouragement or otherwise by the heads of firms will bring the strength of the Corps up to the maximum, or permit it to dwindle away to a skeleton force. The figures quoted above tell their own tale and interesting comparisons can be made from them. Shanghai consists almost entirely of large foreign firms, and it should be of interest both to employers and employed to note how far they fall short of the 100 per cent. of possible volunteers in their own homes and offices.

ANOTHER ATTEMPT ON JUDGE LOO.

KIANGSU PROVINCIAL GOVERNMENT DISMISSING HIM?

BREACH OF RENDITION AGREEMENT.

Shanghai, June 16th.
Another attempt is being made to corrupt the Provisional Court by turning it into a political institution. The Kiangsu Provincial Government has dismissed Judge Loo Hsing Yuan as President of the Provisional Court and has appointed in his place Dr. Ho Shih Teung, a graduate of Soochow University and the University of Michigan, who has not held judicial office before but has been the president of a private university in Shanghai. Dr. Ho was nominated by the chairman of the propaganda bureau of the Central Executive Committee of the Kuomintang, who is also a member of the Kiangsu Provincial Government.

Law Before Politics.

This is the second attempt to raid the Provisional Court. The first was made last summer when an effort was made to appoint Miss Soüme Tchong to Judge Loo's position. Miss Tchong, however, was unable to take up the post because of popular opposition to changes affecting the non-political character of the Provisional Court. Judge Loo remained in his position because he refused to be turned out without due legal procedure as provided for in the Rendition Agreement.

The objections to Judge Loo arise from his refusal to permit politicians to use the court in their own interests. He has never received full support from Nanking, which has regarded the Provisional Court as an appendage to the machinery of the Kuomintang as a political party. Judge Loo, who is a highly qualified lawyer, has adhered to the law and to legal procedure and has declined to manage the court by secret agreements with politicians, with the result that he has had few friends in Nanking. These enemies of the Provisional Court have been insistent upon his dismissal, but they have not dared take steps after the terrific public denunciation of their last attempt to raid the Court.

Consular Body Objects.

It is understood that the Consular Body have already protested against the breach of the Rendition Agreement and that their protest will be upheld by their Governments. The procedure to be followed, according to the Rendition Agreement, is for proper charges to be filed against Judge Loo and that he should be tried by judges of a higher court for misconduct in office. If misconduct cannot be proved, he cannot be removed.

The attitude of the foreigners is that they are not defending Judge Loo or any other individual, but that there is an agreement between the Consular Body of Shanghai and the Kiangsu Provincial Government with regard to the Provisional Court and that the old Mixed Court established only on condition that this Agreement would be maintained. One of the principal tasks of the Consular Body is to keep politics out of the Court and the protests with regard to change of the Presidency arise because, in each case, the change has had a political objective.—*N.C. Daily News*.

PAT, THE BENEVOLENT.
AN OLD STORY ABOUT A GIFT TO THE POPE.

Brussels.
Pat O'Connor, a benevolent-looking Irishman to whom naive strangers apparently confide hundreds of pounds, has obtained his Whitsun holiday money.

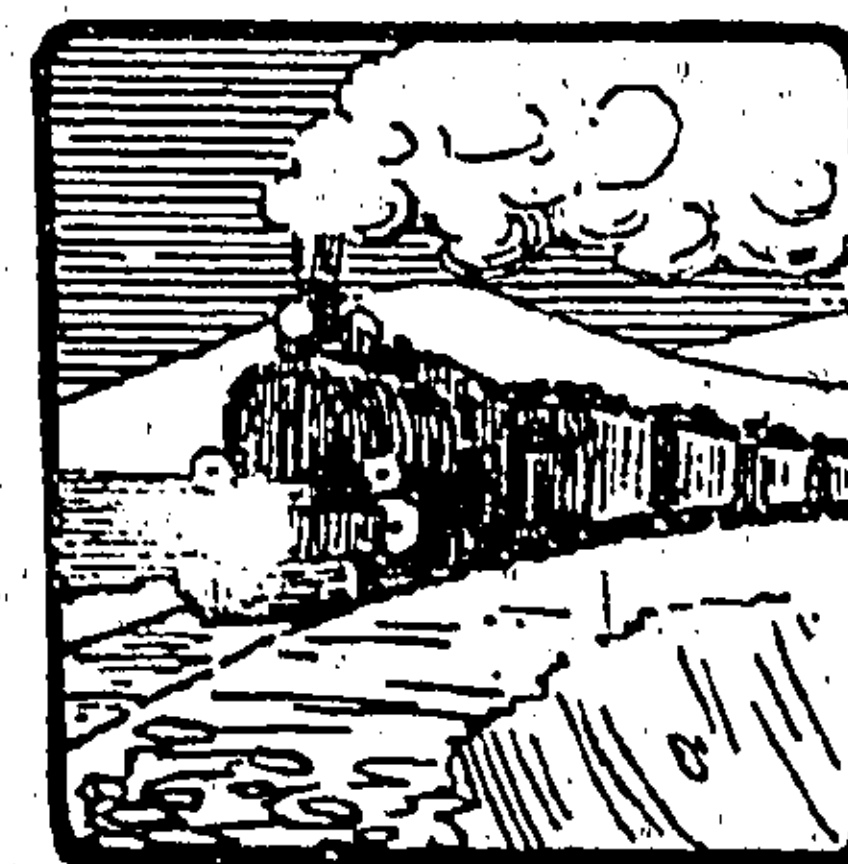
Mr. James Farmer, an Australian, spending a few days in Brussels, was the victim. Mr. Farmer met a Mr. Fisher, who said he was an American. While the two were strolling along the boulevard, whom should they meet but Pat, a very old friend of Mr. Fisher.

The three adjourned to a café, where Pat casually mentioned that he was on his way to Rome to hand over to the Pope a gift of £25,000. He had broken his journey at Brussels because he had a further £1,000 to distribute among Belgian charities. Would Mr. Farmer help him? Mr. Farmer would, and agreed to show his confidence by giving Pat £200 to look after.

Mr. Fisher also wanted to assist in the distribution and went away to get his money. He was rather a long time so Pat went to look for him.

And now Mr. Farmer is looking for both.

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FREE NIGHT SCHOOL.

OPENED BY THEOSOPHISTS.

FOR GIRLS AND WOMEN.

A new Free Night School was opened on Monday night by members of the Chinese Lodge of Theosophical Society at 122, Belcher Street Kennedy Town. This is the second Free Night School run by members of The Theosophical Society, the first one, a school for boys and young men having been in operation for eight months already. All the teachers are Theosophists who give their services free and also help financially to defray the running expenses.

An interesting feature of the new school is that it is the first Night School in Hong Kong for girls and women workers, who are unable to attend the existing Day Schools owing to their work during the day. The new school thus answers a most pressing educational need for working women and girls, and the Theosophists are to be congratulated on their spirit of enterprising service. Two young Theosophists, Mr. Lee Tin Sik and Mr. Fung Jackson, are defraying all the expenses in connection with the upkeep of the new school and Miss Lau Tak Ching and Miss Young An Woon, have done admirable organising work in establishing the school and are giving free teaching services. Thanks are also due to the Rev. H. R. Wells for his assistance in obtaining the School Certificate from the Director of Education.

Need To Educate Chinese Women.

The Opening Address was delivered by Mr. H. E. Laneport, who stressed the urgent need of Night Schools for girl and woman workers in Hong Kong, and expressed the hope that the present school would soon be followed by others. He pointed out the great value of education for the emancipation of Chinese women, an important problem to-day, and said that it is through the education of the women of China that the whole standard of life in the Nation will rise, as it will enable the women, to become co-workers and pioneers in its cultural and national life.

He concluded by wishing the school and its nucleus of unselfish and inspired servers every success and asked the Blessings of the Masters down upon them and upon the good work done by them in Their Name.

"LIAR" STIGMA ON A WIFE.

HUSBAND'S SUICIDE AFTER JUDGE'S COMMENT.

A tragedy which was stated to be the sequel to a will suit heard recently in the Probate Division was the subject of a Hall Inquest on May 22nd on Mr. John William Haddington, aged forty-five, an insurance agent, who hanged himself.

Mrs. Ada Haddington, the widow, stated that her husband had never "looked up" since the case which was heard two weeks ago. It had broken his heart, and he said that he was "done." He remarked that he would not have cared, if only he could have had the stigma of "liar" removed from her name.

The coroner, returning a verdict of "Suicide while of unsound mind," recalled the will suit, and said that the judge made remarks which worried Mr. Haddington. "The will case referred to was heard in the Probate Court on May 11th. Mrs. Ada Haddington brought an action against her brother and sister, Edward and Alice Clayton, asking for a revocation of probate of the will of Mrs. Jane Clayton, who died in March 1926.

Mr. Justice Hill, dismissing the action with costs, said: "I am quite unable to believe the plaintiff is a woman who speaks the truth. On the contrary, I believe she is a liar."

PAIR OF YOUNG ROGUES.

PICKING A POCKET IN DES VOEUX ROAD.

MAGISTRATE TO THINK OVER BOY'S PUNISHMENT.

A Chinese youth about 14 years of age and a youngish man appeared before Major C. Willson, at the Central Magistracy yesterday afternoon on charges of picking pockets and receiving. The youth was charged with the actual picking and with being in possession of 880 which had been stolen. The other prisoner was charged with receiving the stolen wallet containing \$1.28 and 20 cents in Macao money.

Mr. Carey of the S.C.A. prosecuted and Mr. C. A. S. Russ appeared on behalf of the second defendant. The complainant said that on the afternoon of the 14th instant he was walking along Des Voeux Road Central, and entered several shops in succession. In one of the shops he was accosted by a Chinese detective who asked if he had lost anything. On searching he found that his wallet had been stolen. He was then informed of the theft and was told that the pickpocket had been arrested.

Began To Laugh.

The Chinese detective who made the arrest told the Court that on the day in question he was on duty at Des Voeux Road. He saw the first defendant walking beside the complainant and suddenly putting his right hand into the latter's pocket, extracted a wallet and walked on. At the time he was in company with the second defendant and they began to laugh. He arrested them and gave them in charge of a district watchman whilst he went to look for the complainant. At the Police Station the youth was searched and concealed under his jacket was a wallet containing \$80.

The constable also said that he saw the first defendant pass the wallet to the second defendant after the theft.

Mr. Russ contended that the first defendant did nothing of the sort, but the witness adhered to his statement saying that he saw him do it.

Mr. Carey then told the Magistrate that the first defendant was convicted for the same offence in 1924 when he was ordered to receive twelve strokes. Although nothing was known about the second defendant it was stated that they lived in the same house.

The Magistrate then sentenced the second defendant to three months' hard labour and ordered the first defendant to be brought up again this morning, as he wished to consider what punishment he would inflict.

SAIGON RICE MARKET. FURTHER DROP IN PRICES.

The Compagnie de Commerce & de Navigation d'Extrême-Orient in their report on the rice market, dated Saigon, June 14th, state:—Our market continues very quiet and the prices for rice have made a further drop.

As far as broken 1 and 2 mixed are concerned, the position has somewhat firmed on account of some heavy purchases made for prompt shipment, but we presume that the present demand will cease before long.

The total amount of rice exported from January 1st to May 31st, 1928, is 797,041,375 tons against 771,740,023 tons in 1927.

We quote to-day White Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$5.00 per picul of 134 lbs. f.o.b. Saigon; 108. 3d. per cwt. f.o.b. Saigon; Yen 6.50 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 refined Japan quality: Hong Kong \$5.50 per picul of 134 lbs. f.o.b. Saigon; 7d. per cwt. f.o.b. Saigon; Yen 6.05 per picul of 134 lbs. f.o.b. Saigon.

For June/July shipment.

HONG KONG PAPER
BANNED.ATTACKS ON NATION-
ALISTS.

SMUGGLED INTO CANTON.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, June 19th.

The Canton Branch of the Central Political Council has again issued an order strictly prohibiting the importation of the *Hong Kong Industrial and Commercial Daily*, a Chinese newspaper published in the British Colony which has taken a critical attitude towards the present Canton regime and the Nationalist Government at Nanking. The paper is now banned in Canton and all Kwangtung and Kwangsi.

An appeal to Marshal Yen Shih Shan, who is now in control of Peking and Tientsin, to forsake the Nationalist Party and to make himself the supreme ruler ending with the words: "If you do not forsake them, they will forsake you," has roused special anger among the Canton authorities and led directly to the order banning the paper. A thorough search of newspaper parcels from Hong Kong will be instituted to make sure that this publication does not surreptitiously come to Canton.

The paper has long been prohibited from entering the city. But it has been coping in, being more or less sold by many newsboys on the streets. The price per copy has been three or four times higher than that of other papers, on account of the risk of being caught by the Police. A merchant informed our representative that each copy of the paper in question is now sold at 30 cents or more.

The Government Order stated that "the news in the paper is contrary to facts and its views are fundamentally at variance with the settled policy of the Nationalist Government. It is the pulpit of reactionism."

MR. HERBERT CADMAN'S
"SEND OFF."A POPULAR RESIDENT OF
SHAMEN.

A Shamen correspondent writes: On Saturday last a well-known British resident—Mr. Herbert Cadman, a member of the Asiatic Petroleum Company—left Canton. He was accorded a wonderful "send off" by the Chinese staff from the upper and lower installations of the A.P.C., and also by many other foreign and Chinese friends. It was a fitting testimony to his great popularity. String after string of crackers were fired continuously for at least an hour, and their large numbers of Chinese workers journeyed to the *Taihsan* to bid him good-bye.

Few residents have ever been honoured on this scale and it is generally admitted that the compliment was thoroughly deserved. All are genuinely sorry over Mr. Cadman's departure. He is a man of sterling qualities, scrupulously fair to all under his charge. He has always proved himself a good sportsman. All wish him the best of luck and will be more than glad to see him return to Canton again. He will be greatly missed.

SCHOOL OF ACCOUNTANCY.

TO BE OPENED IN CANTON.

Mr. Fung Chuk Man, Commissioner of Finance, has, according to the *Canton Gazette*, ordered the establishment of a School of Accountancy.

The Chief of the Audit Bureau of the Finance Department will act concurrently as Director of this new school. There will be accommodation for eighty students, and admission will be by selection and examination.

Graduates from this School of Accountancy will receive preferential consideration when applying for posts in any of the departments functioning under control of the Department of Finance.

HONAM WATER WORKS.

PLANS TO PREVENT SPREAD
OF CHOLERA.

The *Canton Gazette* says that the inhabitants of Honam have been devoting considerable attention to the question of water supply. The approach of the rainy season when cholera, a water-borne disease, is most likely to break out, has made the people determined to do their utmost to prevent this terrible scourge from running rampant.

The various public organisations in Honam are co-operating, and it is reported that a public meeting is contemplated for the purpose of discussing measures to be taken to fight cholera. The most important question of establishing a proper water works system will be brought before the meeting.

The people of Honam have no water system at all, all the water required being obtained from numerous wells and creeks, most of which are of extremely doubtful purity. One well only, known as the "Tai Yuet" well, in Pao Kong, is supposed to contain water fit for consumption.

Recently Honam people petitioned the Municipality to establish some sort of water service to serve the inhabitants of the island on the south bank of the river, and the Bureau of Public Utilities had been instructed to attend to the matter and design a water service system. Progress on this project seems to be slow, and the meeting to be called by the Honam public will doubtless consider forwarding submissions to the Municipality urging the importance of the matter.

CANTON'S POOR.

SCHEME FOR A WORKHOUSE.

Under instructions of Mayor Lam Wen Koi, of Canton, the three Bureaux of Public Safety, Education and Finance, have collaborated in drafting plans for the building of a poor house to take care of the needy and destitute.

These plans have been submitted to the Mayor for consideration, and, it is understood, cover the following points:—

1. Selection of suitable site for the building. The Bureau of Public Works and the Bureau of Education were responsible for this part of the plan.
2. Design of building, and its construction—undertaken by the Bureau of Public Works.
3. Cost of building and preliminary expenses of establishment—estimated by the Bureau of Finance.
4. Admission to the Institution, to be in charge of the Bureau of Public Safety.—*Canton Gazette*.

CANTON 'BUSES.

FIGHTING CROWDS AT THE
TERMINI.

Since the suspension of one Canton motor bus company from business, only two or three buses have been maintaining the service between Sap Yat Po in Saikwan, and Wing Hon Maloo. The number of vehicles is insufficient to cope with the traffic on this route, and crowds literally fighting to get into the buses are to be seen daily.

To relieve the congestion somewhat the Bureau of Public Utilities placed one of the new type buses under its control on this run, but the addition of one bus has not made any appreciable difference.

There are altogether four new buses being operated by the Bureau of Public Utilities, and public opinion is in favour of all of them being put on this run to Saikwan. It has also been proposed to ask every bus company to put one bus each on this run to relieve the congestion.—*Canton Gazette*.

TRAFFIC CASES.

HEAVY LIST AT CENTRAL AND
KOWLOON.

ONLY ONE EUROPEAN CASE

At the hearing of the weekly traffic cases by Major C. Willson at the Central Magistracy yesterday, Mr. G. L. Johnson pleaded guilty to driving a motor vehicle in a dangerous manner in Caine Road.

Sergeant Saunders said that he followed the defendant's motor-cycle and estimated his average speed at between 25 and 30 miles an hour.

A fine of \$10 was imposed.

Sergeant Saunders stated in another case in which Mr. Peter Tao was charged with reckless driving of a motor-car that a similar speed was maintained by the defendant in driving from Garden Road to Arsenal Street.

The defendant admitted the offence and was fined \$15.

A Chinese youth was fined \$15 for speeding on his motor cycle in Caine Road. The prosecuting police officer said that he observed from his quarters two motor cyclists abreast of each other travelling very fast, but he was able to note down only one of the numbers.

For carrying three passengers in excess of the number allowed by his licence, the driver of public motor-car No. 291 was fined \$10. The car, a five-seater Overland Whippet, was stated to have carried five adults and four children.

For failing to report that he accidentally ran into motor-car No. 190, the driver of car No. 335 was fined \$4 and an additional \$10 for reckless driving.

A European Sergeant gave evidence of reckless driving on the part of the driver of public car No. 206 in Morrison Gap Road near the Monument while another car was approaching from the opposite direction. The defendant was fined \$15.

On an obstruction charge, a Chinese driver was leniently treated by the Magistrate who imposed a fine of \$5 and allowed one week for payment. It was stated for the defendant that he had served two weeks in prison owing to his inability to pay a fine for a previous offence.

Fines of \$5 and \$10 were imposed on other drivers charged with causing obstruction in Pedder Street and Chater Road.

ON THE WRONG SIDE.

A Chinese youth appeared before Mr. W. Schofield at the Kowloon Magistracy for riding an ordinary "push" cycle on the wrong side of the road. A Chinese traffic sergeant said that the offence took place in Nathan Road. When told to go on the right side of the road the defendant took no notice of the warning and accelerated his pace. The defendant pleaded that he had just arrived from Canton and was not aware of the regulations. The Magistrate imposed a fine of \$5.

OVER-CROWDING OF 'BUSES.

Two Chinese drivers also appeared before Mr. W. Schofield for carrying passengers in excess of the number allowed by their licences. In the first case the lorry which was used for conveying people to and from Un Long was said to be the property of the conductor. The defendant was found guilty and a fine of \$25 was imposed.

The other driver pleaded "not guilty" and said that a number of soldiers boarded his bus at Hai-phong Road, Kowloon, and he had great difficulty in explaining to them that they were over-crowding the bus.

After consideration the Magistrate decided to caution the accused.

NEW TERRITORY MISHAP.

INDIAN CONSTABLE KNOCKED
DOWN BY A CAR.

Sher Mahamed, an Indian constable, sustained a compound fracture as a result of being knocked down by motor-car No. 281 near Pingshan Police Station. It was stated that the constable attempted to cross the road after alighting from the Un Long bus. The car came in the opposite direction and both parties were unaware of the other's presence. Although the driver promptly applied the brakes it was impossible to avoid knocking the constable down.

ROUND THE POLICE
COURTS.OBLIGING PRISONER
POINTS OUT HIS
CAPTOR.

YOUTH TO BE BOUND OVER.

A small Chinese boy was before Mr. W. Schofield at the Kowloon Magistracy on a charge of stealing a jacket from a shop in Austin Road on Friday last.

The little boy said that another lad had told him to take the garment.

Sergeant Mottram who was in charge of the case said that the defendant was seen to take the garment and run away. Later he pawned the article and next day he was found loitering in the streets and was arrested. He had another boy with him at the time, but this lad was released as there was nothing to connect him with the theft.

The Magistrate adjourned the case and said that he would like the boy's parents to be brought to Court to bind them over for the lad's future good behaviour.

A QUESTION OF REWARD.

A Chinese was arrested in the street for being in possession of 20 taels of illicit opium. A point was raised by Inspector Clark who remarked that he could not tell whether a Chinese or an Indian constable made the arrest. The Magistrate asked whether it was a question of reward and Inspector Clark replied that it was so.

The defendant was then asked who arrested him and he pointed out the Chinese constable.

The defendant was found guilty and ordered to pay a fine of \$5,000 or serve eight months' hard labour. The illicit opium is valued at \$600 and the usual reward is 10 per cent. to the informer or the police officer responsible for the arrest.

BOILING OPIUM.

A Chinese residing at No. 133, Main Street, Saiwanho, was charged with boiling opium. He was fined \$100 with the alternative of six weeks' imprisonment. Another Chinese who had 3.7 taels in his possession was also ordered to pay a similar fine.

EMBEZZLEMENT CHARGES.

A Chinese named Chan Kwong Wah, alias Knight W. Chan, alias K. Williams Chan, aged 30, and described as a Native of Swatow was charged before Major C. Willson at the Central Magistracy with the embezzlement of two separate sums of money from his former employers Messrs. Swatow Drawn Work Company. It was stated that the embezzlements were committed last October and November. The first embezzlement amounted to \$455.20 and after converting a further \$197.55 into his own use in November he absconded. A warrant was issued for his arrest since last year, and he was captured in the Colony last week-end. Detective Sgt. Goodwin applied for a week's remand, which was granted. The Magistrate fixed the bail at \$2,000 half in cash and half in security.

AN ALLEGED PROCURESS.

A Chinese woman was charged at the Kowloon Magistracy yesterday before Mr. W. Schofield with having enticed a young woman, under 21 years of age, out of her home, and attempted to take her to a brothel. The case was at first remanded to June 26th on the application of the Secretary for Chinese Affairs, but later the woman was again brought to Court, when the S.O.A. applied for her discharge saying that he could not produce sufficient evidence to gain a conviction. She was accordingly discharged.

A SNATCHER'S ACCOMPLICE.

A Chinese, who was an accomplice to a snatcher, was yesterday sentenced to six months' hard labour by Mr. W. Schofield at the Kowloon Magistracy for having run away with a gold-mounted wattle bangle, after it had been passed to him by a snatcher, who took it off from the hand of a child.

(Continued on next Column).

MACAO NOTES.

CHARITY AND COMMERCIAL
FAIR.

MACAO, June 18th.

In the coming autumn there is to be at Macao, under the auspices of the Macao Holy Institute of Mercy, the oldest celebration of its kind in the world, a Charity and Commercial Fair. The objects of the Fair are to exhibit products of South China with the idea of finding new markets, and to display equipment likely to be useful in the development of the region. The Fair also numbers among its objects the very laudable one of creating a spirit of fellowship, and last and not least it aims at drawing notice to the charitable services of Macao.

The Fair is to be conducted on a large scale and a number of committees have been formed to create interest in the Fair and secure co-operation.

The promoters call the attention of merchants to this opportunity to display their wares to the rapidly reviving market of South China, and it is believed that applications for space for pavilions have already been received from many parts of the East.

Macao Public Library.

Work is proceeding with the establishment of the Macao Public Library. The Library is to occupy temporary premises in the Macao Loyalty Senate pending the provision of more suitable rooms. Persons who would like to help this library should forward their contributions to the Macao Port Works Department.

Departures.

Forthcoming departures include those of Dr. Santos Pato, of the Macao Chinese and Commercial Court, who has been promoted, and Mr. Carlos Alves, lately Director of the Macao Port Works Department.

YAUMATI FERRY THEFT.

A Chinese farmer who came over to Hong Kong from Kowloon to change \$100 Annam notes in Hong Kong currency met with an unpleasant experience when he was returning to Kowloon on the Yaumati Ferry *Man Yung*. He was sitting quietly, meditating what he would do with so much money, when he suddenly felt a pull at his breast pocket. He at once ran his hand over his pocket to find his wad of notes gone. He gave the alarm. A Chinese detective came on the scene and arrested the man who was sitting next to the farmer. The money was found on the suspected person and he was brought before Mr. W. Schofield at the Kowloon Magistracy yesterday when he was sentenced to two months' hard labour.

CHINESE WAITER
COMMENDED.

A Chinese tea-house waiter was commended by Mr. R. E. Lindsell at the Central Magistracy yesterday for his public spirit in effecting the arrest of a pickpocket.

The waiter stated that he knew the complainant, who had been robbed of \$5, but he would not have hesitated to do what he had done if the man had been a stranger.

In commending the man, his Worship directed that his conduct be brought to the notice of the Captain Superintendent of Police.

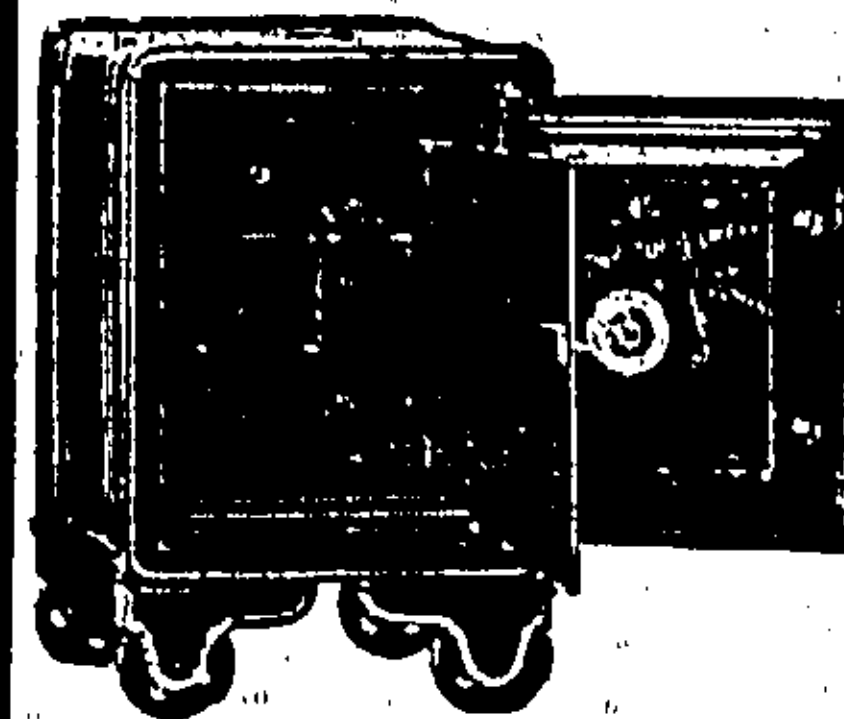
The pickpocket was sentenced to three months' hard labour.

HANDING MONEY TO A
PRISONER.

A Chinese woman was charged before Mr. R. E. Lindsell at the Central Magistracy with passing a one-dollar note to a prisoner. It was stated that the woman handed the money to the prisoner while he was being escorted along Arbuthnot Road.

Mr. J. W. Franks, Superintendent of Prisons, did not press the charge, as it was not a case of bribery.

His Worship observed that the defendant was liable to a fine of \$250 and six months' imprisonment. He would, however, impose a fine of \$50, or four weeks' hard labour.

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- THE MEDICAL ANNUAL, 1928. \$15.00
- APES AND ANGELS. By J. B. PRIESTLEY. A book of Essays, full of a charming humour. \$3.75
- THE ORANGE TREE. By ROBERT LYND. A book of essays on the less serious things of life. \$2.65
- THE WAY THE WORLD IS GOING. By H. G. WELLS. Guesses and forecasts of the next few years. \$3.75
- CHINESE MILITARY TERMS. By S. V. CONSTANT. A vocabulary giving English-Chinese and Chinese-English. \$2.50
- WHO'S WHO IN FILMLAND. A biographical record of over 1,450 men and women of the screen. \$1.90
- THE TRUTH ABOUT JUTLAND. By REAR-ADMIRAL J. E. T. HARPER. "The most important professional contribution to the literature of the battle that has appeared" according to *The Times*. \$3.75

KELLY & WALSH, LTD.
THE BOOKSHOP. CHATER ROAD.

NEW ADVERTISEMENTS.

NOTICE.

HONG KONG PHILHARMONIC SOCIETY.

A GENERAL MEETING of the SOCIETY will be held by kind permission of MESSRS. JARDINE, MATHESON & CO. LTD. in their Board Room on WEDNESDAY, 27th DAY OF JUNE, 1928, at 5.30 P.M., to decide upon a Scheme of Co-operation in the Grand Tattoo in SEPTEMBER NEXT.

T. V. HARMON, Hon. Secretary. [5397]

SITUATION VACANT.

CASHIER (CHINESE) Required by British Firm. \$1,000.00 Cash Security. Salary with Good Prospects. Apply in English: P.O. Box 522. [5398]

\$50,000.

THE above sum is available for Investment in Mortgage of First Class Property in HONG KONG CENTRAL DISTRICT, subject to Trustee Valuation. Apply to:

GEO. K. HALL BRITTON & CO., St. George's Buildings, Hong Kong. [5399]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 25th DAY OF JUNE, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of (KOWLOON LAND) at Ma Tau Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a. Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Containing	Annual Rental	Upset Price
Kowloon Marine Lot No. 97.	Ma Tau Kok.	11 ft. 11 ft. 11 ft.	As per sale plan	6000	454
					49,000.

[5354]

THE HONG KONG ELECTRIC CO., LTD.

Issue of 150,000 New Ordinary Shares of \$10 Each, Credited as Fully Paid-Up.

NOTICE IS HEREBY GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from 1st JULY, 1928, to the 10th JULY, 1928, both days inclusive, during which the above Document will be deemed Cancelled and of No Effect, and a NEW Certificate for the said Share will be issued in its stead by the Society.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., LTD., Agents. Hong Kong, 18th June, 1928. [5390]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 3964 for One Share, 24 Per Share Paid Up, Number 108723 in this Society standing in the Name of NATIONAL EXCHANGE CO. INC. OF MANILA, has been Declared LOST, and if the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the said Share will be issued in its stead by the Society.

PAUL LAUDER, General Manager. Hong Kong, 15th June, 1928. [5387]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the Q.O. R.A.O., HEADQUARTERS, SOUTH CHINA COMMAND, Hong Kong, until 12 Noon, on TUESDAY, 2nd JULY, 1928, for BARBACK SERVICES for A PERIOD OF EIGHT MONTHS, Commencing 1st AUGUST, 1928.

Tender Forms and any necessary information may be had at the above Office Daily between the Hours of 10 A.M. and 1 P.M., except Sundays. [5391]

MESSAGE.

MISS N. BURRIS, a qualified Masseuse, is prepared to receive Clients at the EMPRESS HOTEL, 4th Floor, Room 47. Tel. C. 5384. Appointments can be arranged at Any Hour between 8 A.M. and 8 P.M. [Recommendations from many well-known European Residents.] [5388]

INTIMATIONS.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO. LTD., Pedder Street, Hong Kong, on WEDNESDAY, 27th JUNE, 1928, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 13th JUNE, to 4th JULY, 1928, Both Days inclusive.

By Order of the Board, JARDINE, MATHESON & CO. LTD. General Managers. Hong Kong, 18th May, 1928. [5317]

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDING.

TO LET.

A FLAT in CANNON BUILDINGS, Kowloon.

FLATS at MAY ROAD, Hong Kong.

Apply to: HUMPHREYS ESTATE AND FINANCE CO., LTD., ALEXANDRA BUILDINGS. [5301]

TO BE LET OR SOLD—Commodious BUNGALOW at MAGAZINE GAP, near Motor Road, Good Garden, Private Garage. Apply: Box No. 6273, c/o Hong Kong Daily Press. [5273]

TO LET—Furnished for 4 Months Four Roomed HOUSE on BOWEN ROAD, Small Garden, Moderate Rental. Apply: JOHN D. HUMPHREYS & SON, ALEXANDRA BUILDINGS. [5330]

SEMI-DETACHED HOUSE, with Flush Installation, No. 5, CONYER ROAD, Three 3-4 Roomed FLATS, in Nos. 14 and 18, CONYER ROAD. Apply to: H. M. H. NEMAZER. [530]

WHY Continue to suffer when your reach—Furles, Catarrh, Arthritis, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO., 66, QUEEN'S ROAD CENTRAL, 1st Floor. TEL. C. 5005.

WANTED by Foreign Company. Experienced CHINESE BOOK-KEEPER—Apply in Own Handwriting, stating Age, with Copies of Testimonials to Box 355, c/o Hong Kong Daily Press. [536]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 20th, 1928.

THE CHURCH OF ENGLAND AND PARLIAMENT.

The second rejection of the Revised Prayer Book of the Church of England by the House of Commons will probably not do the Established Church as much harm as is anticipated in some quarters. It merely means a continuance, for the time being, of the use of the present Prayer Book which has stood the test of a good many centuries, though it has been modified where necessary by general custom. The Revised Prayer Book did little more than regularise these customs. It also gave legal status to several practices in common use among the Anglo-Catholics, the largest, and intellectually most active, section of the Church. In the Church's own parliament, the National Assembly, the book was passed by overwhelming majorities in the three houses—Lords, Clergy and Bishops. Moreover, the debates were conducted with a moderation and a scholarship that won general praise, but

INTIMATIONS.

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FORMAZONE the non-alcoholic CHAMPAGNE

An excellent substitute for sparkling wine, possessing wonderfully stimulating and refreshing qualities.

ORANGE SQUASH made from CALIFORNIAN ORANGES.

LIME SQUASH made from MONTSERRAT LIMES.

DRY GINGER ALE delightful aroma and rich flavour.

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

Phone C. 436.

[50]

excited no popular interest. It was all as decorous as the House of Commons when the wild men of Glasgow are away being shown round Russia.

Beaten in this properly qualified and representative Assembly, Sir WILLIAM JOYNSON HICKS, the Home Secretary of the Conservative Government, and one of the minor leaders of the Low Church party, declared that he would fight the matter again in the House of Commons which has a veto over any proposed ecclesiastical change submitted by the National Assembly. Usually the House of Commons readily adopts any measure passed by the National Assembly, thus giving virtual self-government to the Church. On this occasion, however, the principle of allowing the Church to develop on its own lines was abandoned. The House of Commons is a very admirable body, notable for good sense and toleration, but it is not in the least representative of the Church of England, or, as Mr. WILSON CHURCHILL pointed out, at all competent to deal with religious affairs. A certain clergyman of the Church of England divided his flock into three classes. "C"—Communicants; "C. of E."—people who came occasionally, and "C.I.A."—Church if anything, which explains itself. While the National Assembly consists of the first type, most members of the House of Commons either belong to other churches altogether or, owing to pressure of political and professional activities, to one or other of the two latter classifications. It is, therefore, easy to see that appeals to prejudice and inaccurate interpretations of history that "cut no ice" in the National Assembly may sound a real note of alarm in the House of Commons. The Church of

England was placed at a great disadvantage when its affairs were turned into a political issue. The Socialist party, as such, is hostile to the Church as a property holder and as a stronghold of anti-Socialist doctrines. Other members were obviously alarmed at a possible cry of "No Popery" being raised in the constituencies, and cannot therefore be blamed for taking the safest line.

It is unlikely that the matter will be allowed to rest where it is. No active and powerful institution, religious or otherwise, will tolerate a minority of its members enforcing their will by an appeal to an outside authority. The Anglican Church is a world-wide organisation, far bigger than the nominally State governed section of it in England. In purely religious matters it is as likely to be jealous of interference as would the Royal College of Surgeons in a question of the correct way of operating for appendicitis.

Sir Victor Sassoon is leaving the Colony for Bombay by the s.s. Ranpura on Saturday.

A job of a silversmith at No. 2, Woo On Lane is reported to have absconded with a quantity of silver valued at \$80.

A Chinese woman, aged 34, of Kowloon City, and her seven-year old daughter have been reported missing since Saturday afternoon.

The total output of the Kailan Mining Administration's mines for the week ending June 2nd, amounted to 111,971 tons, and the sales during the period to 101,300 tons.

A thief who entered No. 193, Hollywood Road in the early hours of yesterday morning made away with two leather bags containing \$70 in money and clothing to a total value of \$185.

Capt. B. R. Forster, private secretary to H.E. The Officer Administering the Government is leaving by the s.s. Ranpura on Saturday for a four months' holiday which will be spent in Canada and the United States.

VALUABLE LEASEHOLD PROPERTY.

SOLD AT LITTLE OVER \$1 PER SQUARE FOOT.

A valuable piece of leasehold property was put up for auction yesterday by Messrs. Lammiert Brothers and was sold for a little over \$1 per square foot.

The property auctioned is known as Kowloon Inland Lot No. 1572. It is situated at Mongkoktsui and has an area of 28,980 square feet. It carries an annual Crown rent of \$139 and is entitled to a Crown lease for 75 years from March 24th, 1923, with an option of renewal for a further term of 75 years.

The up-set price was \$30,000 with bids of \$500 acceptable. Bidding, however, was not brisk and it was knocked down to Mr. Mok Hing Kui for \$30,500.

HEALTH OF THE COLONY.

Returns for notifiable disease in the Colony last week stated:

Small-pox: 2 fresh cases and 3 deaths, all Chinese.

Diphtheria: 2 fresh cases, 1 Chinese, 1 American; 1 death.

Enteric: 3 fresh cases, 1 British, 2 Chinese; 1 death.

Paratyphoid: 1 death.

Puerperal Fever: 2 fresh cases, both Chinese; 1 death.

There was also one fatal case of influenza.

On Monday one British case of enteric, two Chinese cases of small-pox and one Chinese case of puerperal fever were notified.

THE DOUBLE FIVE.

COMING DRAGON BOAT RACE.

To celebrate the fifth of the fifth moon, or the Dragon Boat Festival, Chinese in Shauiwan, Yaumati and Aberdeen have been for the last few days busy training with their paddles.

Several of these long and grotesque looking dragon boats are seen in the Wanchai Harbour every evening, paddled by about 20 men and a "drum-major" who stands in amidship beating a huge tom-tom.

It is understood that Yaumati, Aberdeen, the Wanchai Sailing Boat Association and Messrs. A. King will each enter two boats for the race which will take place on Friday.

PROMENADE CONCERTS PROMISED.

MILITARY BANDS AND LOCAL TALENT.

At a meeting held at Volunteer Headquarters on Monday night, it was decided to revive the Promenade Concerts which have been so successful a feature of previous summers. The idea of the organisers is to stimulate interest in the Corps and it is hoped that members of all units will give hearty support and co-operation in making the series a success.

It is intended that the first concert shall be sustained by the bands of the 2nd Battalion King's Own Scottish Borderers and the 1st Bat. of the Queen's Royal Regiment, together with some of the Colony's best amateur vocal talent, and that later in the season there shall be at least one concert given wholly by members of the Corps.

The first concert, to which His Excellency the Officer Administering the Government has kindly extended his patronage and at which he and Mrs. Southorn and party will be present, has been arranged to take place on Friday, July 20th, at 9.15 p.m. The details are now being arranged and further announcements will be made in due course.

MAD DOCTOR AT AN OPERATION.

ANESTHETIC POURED IN PATIENT'S EYES.

VIENNA, May 20th.

A Hungarian song-writer, M. Johann Varsagh, had his eyesight seriously damaged, and narrowly escaped losing it altogether, in consequence of a doctor losing his reason during an operation.

M. Varsagh underwent an operation yesterday in a Budapest nursing home for the removal of a gastric ulcer, and during the administration of the anesthetic the brain of the doctor who was acting as anesthetist seems suddenly to have snapped, for after the patient had become unconscious, he deliberately poured the contents of the ether bottle in both his eyes.

The surgeon, noticing nothing, proceeded with the gastric operation, and it was not until the patient, still only semi-conscious, had been taken back to his ward that it was noticed what had happened.

The optic nerve of the left eye by this time was seriously damaged by the ether. The unfortunate M. Varsagh was immediately taken back to the theatre, replaced on the operating table, and again anesthetised, and a delicate operation was carried out on both eyes by a specialist, who succeeded in saving his sight.

The original anesthetist was taken to an asylum a raving lunatic.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.25 p.m., stated:—

Pressure is still highest to the east of Tokyo, while a depression remains over North China and over Tongking.

Local Forecast:—East or variable winds, moderate, fine at first, rain later.

STRUCK OFF THE REGISTER.

ACTION OF GENERAL MEDICAL COUNCIL.

CASE OF DR. STRICKLAND.

THE WOMAN'S STATEMENT.

There are indications that an attempt is being made to create a wave of public sympathy for Dr. Harold Foster Strickland, who has been struck off the medical register because he made passionate love to a married woman whom he had professionally attended in the most intimate of medical circumstances, says the *Daily Express*.

The aggrieved husband in the case is a prominent civil servant, Mr. Christopher S. Hurst, who lived until recently with his wife at Albemarle-road, Beckenham. He holds an important position in the Mines Department under the Board of Trade. He is a barrister, who entered the Government service and achieved a distinguished record. One of his chief appointments was that of secretary to the Samuel Coal Commission before the mining stoppage of 1928. He is also a noted cricketer who was in the Oxford University team and has since played frequently for Kent.

MRS. HURST'S VIEW.

Mrs. Dora Hurst declared in an interview:—"I could face the fullest inquiry. I have done nothing whatever of which to be ashamed. I would willingly come forward and give my evidence on behalf of Dr. Strickland at any inquiry."

"It is only right that I should stand by him now in this terrible trouble. We did everything humanly possible to play the game. Why should a man be ruined simply for falling in love with a woman? There has never been at any time more than that simple fact between us. Nothing has happened to discredit us. It is unfair and disgraceful that the Medical Council should have acted as they did against Dr. Strickland."

DR. STRICKLAND.

Dr. Strickland admits, quite frankly, that he loves Mrs. Hurst, and that the affection is returned. "It was stated at the inquiry," he said to a *Daily Express* representative, "that she was a patient of mine. That is untrue. She was a patient of my partner, and a friend of mine only. Twice only in the course of fourteen years did I render her a professional service. The first time was in 1915, when I performed a small operation on Mrs. Hurst for my partner, who gave the anesthetic. The second was in 1924, when I attended, during my partner's absence, at her confinement. On each occasion the service was an isolated one, and my partner took on the case directly afterwards.

"The decision of the Medical Council means only one thing to me—ruin—and not only for myself, but for my family as well. It is an infamous decision.

"It was not until 1927, when I had an estrangement with my wife and other troubles of a private nature, that I found that I was fond of the lady in another way than as an ordinary friend. This was three years or more after I had attended her professionally.

"Even after finding that I was in love with her, and that she was in love with me, there was nothing more in the friendship than there had been before.

"Certainly nothing took place under the roof of her husband's house that ought not to have taken place.

"I never made love to her in that house once. I always behaved, even though we knew we loved each other, as a friend and nothing else. Her husband was unable to lay any charge against me other than that we were very great friends. He had no remedy against me in an ordinary court of law, and he knew it.

"There was never any question of misconduct or any suggestion of it on anybody's part.

(Continued on next Column).

BROKEN R.A.F. OFFICERS.

BRIG-GEN. GROVES'S CHARGES.

"POVERTY AFTER FIVE YEARS' SERVICE."

Brigadier-General P. R. C. Groves, a former Director of Flying Operations at the Air Ministry and now secretary-general of the Air League of the British Empire, condemns in the June issue of *Air*, the organ of the league, the short service commission system which is in operation in the Royal Air Force. "It amounts to nothing less," he says, "than a cold-blooded exploitation of youth, and remains to-day, what it has been for the past nine years, a standing disgrace to the nation." He writes:

About 75 per cent. of the junior officers in the R.A.F. hold short service commissions. Such officers are recruited between the ages of 18 and 20 for five years' service. At the end of that period they are given a gratuity of £75 for each year's service and turned adrift to find employment in civil life—if they can.

But a very large proportion of them fail to do so and many come down to abject poverty. Some wear out the doorsteps of the aircraft manufacturing firms, begging for jobs as mechanics or in any capacity, while others trudge the streets of our great cities, finding, if they are fortunate, employment in the humblest capacities.

For Those Who "Sneak."

Not 2 per cent. of the officers holding short service commissions obtain permanent commissions. The remainder, no matter how excellent their records, are doomed to bitter disappointment. In order that they shall not "sneak" after their retirement a circular was issued last year reminding them that for four years they remain subject to military discipline as officers of the Reserve, and that disciplinary action will be taken if they ventilate their grievances in public.

An alternative which General Groves suggests is the formation of a reservoir of skilled pilots, available in case of emergency, by the development of commercial aviation throughout the Empire on a widespread scale.

"I think there is no justice in the verdict, and that the Medical Council should not have the power to say that a doctor shall not fall in love, and that if he does he shall be struck off the register. It is monstrous."

The first meeting between Dr. Strickland and Mrs. Hurst took place before her marriage, when she was a Miss Powell. He attended her wedding in 1914 as a guest.

"IN THE INTERESTS OF THE PUBLIC."

The *Daily Express* has obtained the following authentic statement of the principles which guided the General Medical Council in their decision to strike Dr. Strickland's name off the register. It may be taken as the official view of the General Medical Council:—

"The General Medical Council exists primarily and almost entirely in the interest of the public. It is their duty to see that those practitioners whose names are on the register have a certain degree of professional skill and maintain a high standard of honourable conduct."

"A doctor is trusted as no other person is. He obtains access to a house because of the close personal relationship between doctor and patient, and it is of vital public importance that a doctor should do nothing to shake the confidence which husbands repose in medical advisers."

"When a practitioner is accused of professional misconduct, the General Medical Council must either strike his name off the register or leave it on. There is no middle course open."

"It does not affect the main issue in this case that Dr. Strickland was not treating Mrs. Hurst as a patient. The main point is that he went to the house as a medical man, and was received in that capacity by the husband."

"If a doctor uses these opportunities to make love to a wife or a mother, and writes her violent letters, he must not be surprised if the General Medical Council take a very serious view of his conduct."

"The General Medical Council have taken drastic action against Dr. Strickland entirely in the public interest. They would be false to the trust which family men repose in the medical profession if they did not exercise their powers and take disciplinary action in a case of this gravity."

CHANG HSUEH LIANG'S POLICY IN MANCHURIA.

WISH TO COME TO TERMS WITH NATIONALISTS.

SLOW RESTORATION OF TRAIN SERVICE.

THREAT OF TROUBLE IN HEILUNGKIANG.

The condition of Chang Tso Lin still continues to be the subject of conflicting reports, the most recent of which is a message cabled by *Reuter* to London, which states that the Marshal, who is still at Mukden, is a great deal better, and expects to have completely overcome the effects of the bomb outrage in a few days' time.

There is possibility of trouble breaking out in Heilungkiang. Chang Hsueh Liang, the new Tupan of Fengtien, has appointed General Wen Fu Lun as Tupan of Heilungkiang. General Wu Tai Lai, who already holds that position, and is son of the late Tupan, is strongly opposed to Chang Hsueh Liang's succession to his father, Marshal Chang Tso Lin.

Chang Hsueh Liang, leader of the Young Party, is eager to hand over the three eastern provinces to the Nationalist authorities. In spite of opposition, the Young General has sent representatives to Tientsin to open negotiations.

The *Times* in a leader puts forward some of the arguments for and against the transference of the capital from Peking to Nanking. The chief disadvantage, the writer points out, is that the transference will mean a less close control of the northern boundaries, Manchuria and Outer Mongolia, in which Japan and the Soviet respectively hold a very wide influence.

SURRENDER TO THE SOUTH.

(Wah Tsz Yat Pao.)

SHANGHAI, June 19th. Generals Chang Hsueh Liang and Han Lun Chun insist on that the Fengtien party should conclude terms of surrender to the National Government, while other Fengtien generals still hold the view that the Fengtien can hold their own in Manchuria against the Nationalist invasion. However, Chang and Han have sent representatives to Tientsin to negotiate terms with the Nationalist authorities.

FENGTIEN NEGOTIATOR.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 19th. According to the *Kuomin* Li Hsin Shan, representing Chang Hsueh Liang, Yang Yu Ting and Han Lun Chun, has arrived at Tientsin this morning from Mukden, "to start negotiations with the Nationalist authorities for the surrender of the Fengtien forces and the Three Eastern Provinces."

TUPAN OF HEILUNGKIANG.

(Wah Tsz Yat Pao.)

SHANGHAI, June 19th. The Fengtien Military Headquarters at Mukden has issued an order appointing General Wen Fu Lun Tupan of Heilungkiang province.

General Wu Tai Lai, the son of the late General Wu Ching Sheng, who was recently appointed to succeed his father as Tupan of Heilungkiang, opposes the appointment of General Chang Hsueh Liang as Commander-in-Chief of the Fengtien troops in succession to his father, Marshal Chang Tso Lin. He accuses him of being "incompetent for the post" especially in view of his personal habits, such as opium smoking, gambling and other vices.

CHANG TSO LIN ALMOST RECOVERED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th. News has been received officially from China that Marshal Chang Tso Lin, who is still at Mukden, is considerably improved and expects to be fully recovered from the effects of his injuries in the bomb outrage in a very short time.

SUN YAT SEN'S ASHES.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 19th. A message from Nanking states that Chiang Kai Shek has announced his willingness to go to Peking as representative of the Kuomintang, and pay homage to the casket of Sun Yat Sen.

The Generalissimo suggests the removal of the casket to Nanking before the convocation of the Third National Congress of the Kuomintang.

Chiang Kai Shek's Duty.

(Wah Tsz Yat Pao.)

SHANGHAI, June 19th. The Central Kuomintang has resolved to assign to Marshal Chiang Kai Shek the duty of escorting the late Sun Yat Sen's remains in Peking to Nanking for state burial.

LEAVING FOR PEKING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 19th. Marshal Chiang Kai Shek, who has apparently withdrawn his resignation, returned to Nanking yesterday morning. He is expected to leave for Peking shortly, proceeding via Haichowfu.

IN CHARGE OF TIENSIN.

(Tsun Wan Yat Pao.)

SHANGHAI, June 19th. On instruction from General Yen Shih Shan, General Hsu Chung Yueh has ordered his troops to evacuate Tientsin where General Yen's troops will take their place.

NANKING AS CAPITAL.

[THROUGH REUTER'S AGENCY.]

LONDON, June 19th. The *Times*, in an editorial, considers that there are strong economic and sentimental reasons for the transference of the capital to Nanking, which is also less exposed to foreign attack than Peking.

However, it considers that the situation in Manchuria and Mongolia militates against the change. South Manchuria being the object of official Japanese interest and Outer Mongolia having become to all intents a Soviet Protectorate, and one of the channels of Communist penetration.

The *Times* wonders whether the transfer may not lead to a dangerous loss of central control over the vulnerable marches of North China.

NANKING DECLARATION CRITICISED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th. Strong criticism of the declaration issued by the Nanking Government is contained in an editorial in the *Daily Telegraph* which states that the Chinese Nationalist Government's declaration to the Powers illustrates once again the inveterate inability of the Chinese Nationalists to see themselves as others see them, and further demonstrates their invincible belief that the Powers can be hoodwinked and bluffed into accepting the Kuomintang's estimate of themselves and their achievements.

How can the Nanking Government expect the Powers to accept their assurances that they will faithfully observe any new obligations they may enter into in view of their cynical interference with the working of the Salt Gabelle? There can exist no sort of confidence that the Nationalist Government will not, similarly interfere with the Chinese Maritime Customs if the opportunity arises.

The journal commenting on the phrasing of the Declaration says that it obviously leaves a loophole to repudiate the agreements of any and every of the previous Governments in China on the ground that they were not concluded on a basis of equality.

That, says the *Daily Telegraph*, is the Bolshevik pretext for repudiation and it is easy to see from where the doctrine has been borrowed.

MURDER IN LAW COURT.

SHOTS FIRED DURING LIBEL ACTION.

EDITOR KILLED.

[THROUGH REUTER'S AGENCY.]

VIENNA, June 19th. During the hearing of a libel action, brought by Cakar Poell, ex-editor of the *Neuwerker* against Bruno Wolf, the present editor, Poell suddenly fired three times at Wolf, killing him.

EAST TO WEST FLIGHT.

MISS BOLL'S NEW PLANS.

DIRECT TO NEW YORK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 18th. A message from St. John's, Newfoundland, states that Miss Mabel Boll, who was planning to fly from Newfoundland across the Atlantic in the Levine aeroplane *Miss Columbia* has changed her plans on receiving the news of Miss Earheart's success.

Miss Boll is returning to New York with her plane, and will ship it to Southampton with the object of making an attempt to fly to New York direct.

PLANE SEARCH FOR NOBILE.

NO SIGN FROM AIR.

WITHIN TWO KILOMETRES.

[THROUGH REUTER'S AGENCY.]

ROME, June 19th. The *Citta di Milano* reports that the two Norwegian airmen again flew over General Nobile's position, without sighting him. Nobile wireless that one of the machines came within two kilometres of him.

GOVERNMENT'S RATING PLAN.

LABOUR AMENDMENTS REJECTED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th. The House of Commons to-day began a detailed examination of the Government's Rating Relief Bill, and rejected Labour amendments in favour of restricting the relief to necessitous areas and of cutting out agriculture from the scheme of relief.

The Labour amendments suggested that the money saved this way should be extended to the relief of all forms of transport.

RESUMPTION OF TRAIN SERVICE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 19th. The *Kuomin* states that a Hankow express train, the first on the Peking-Hankow Line since the suspension of the service due to hostilities, left Hankow for Peking yesterday. The first train from Peking will arrive in Hankow on June 23rd.

MORE FIRING AT BRITISH VESSELS.

Naval Wireless reports from the Upper Yangtze district, say that a *Shukwang* was fired on in the vicinity of Anping, and the *s.s. Kanking* near Wushan.

MAD PETITIONER.

DASH FOR EMPEROR'S CAR.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 19th. While the Emperor was proceeding to visit the grave of the infant Princess Hisa, a middleman, apparently mentally unbalanced, ran up to the Imperial car in an attempt to present a petition. His complaint was that the authorities had banned the sale of a certain patent medicine, which he alleged was effective in curing consumption and other diseases.

The man was arrested before reaching his objective.

"PRINCESS XENIA'S" MISHAP.

ENGINE PARTIALLY SEIZED.

INDIA FLIGHT HINDERED.

[THROUGH REUTER'S AGENCY.]

BUSHIRE, June 19th. The engine of the *Princess Xenia* has been partially seized up and a new engine will be necessary before the flight can be resumed.

The *Princess Xenia* is the machine in which Capt. C. D. Barnard and Flying Officer E. H. Elliott, with the Duchess of Bedford as a passenger, were attempting to fly to India in four stages, taking with them the film of the Derby.

POLITICAL DISCUSSION BANNED.

NEWSPAPERS MUZZLED.

[THROUGH REUTER'S AGENCY.]

MADRID, June 19th. A decree has been issued forbidding all political discussion or propaganda by private organisations. The Government has threatened to suppress all newspapers opposing the Spanish petroleum monopoly.

"OIL IN HAINAUT."

SUCCESSFUL SOUNDING.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, June 19th. It is reported that petroleum wells have been discovered at Houdengaimeries, Hainaut. First sounding to a depth of 100 feet yielded ooze with decided petroliferous characteristics.

RUBBER RELEASES.

MALAY PLANTERS' DECISION.

[THROUGH REUTER'S AGENCY.]

SINGAPORE, June 19th. The Planters' Association of Malaya has decided not to urge further releases of rubber.

QUEEN OF THE NETHERLANDS.

HOLIDAY IN NORWAY.

[THROUGH REUTER'S AGENCY.]

STOCKHOLM, June 18th. The Queen of the Netherlands, and her daughter, Princess Juliana, have arrived in Norway on a holiday trip. The Royal visitors are travelling incognito.

DIRECTORATE-GENERAL OF POSTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 19th. The *North China Daily News* states that apparently it has been decided that it is unfeasible at present to install the Directorate-General of Posts at Nanking. In consequence the Headquarters are being removed from Peking to Shanghai for the time being.

STABILISATION OF THE FRANC.

SUBMISSION TO PARLIAMENT.

PREVENTION OF SPECULATION.

[THROUGH REUTER'S AGENCY.]

PARIS, June 19th. The Government has decided to submit to Parliament on June 23rd the legislation for the stabilisation of the franc. The Cabinet has decided, with a view to circumventing speculation, that the final text of its proposals and the rate of stabilisation should only be fixed at the last moment, after foreign exchanges have all closed.

It is believed that the Government will request both the Chamber and the Senate to remain in session uninterruptedly until the Bill is voted.

TOBACCO STRIKE IN GREECE.

NAVAL DISAFFECTION DENIED.

CIVIL SERVANTS' SUPPORT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th. The Greek Legation has officially denied the reports emanating from Belgrade that a section of the Greek Navy is supporting the tobacco workers' strike.

The denial follows a report in the newspaper *Pravda* indicating that a mutiny had taken place in the First Squadron at Mytilene, and that they had joined the strikers.

ATHENS, June 18th. A noisy meeting of lower grade Civil Servants was held to-day for the purpose of supporting the tobacco strikers.

The meeting decided to send a resolution to the Premier giving the Government two days in which to accept the demands of the Civil Servants. These demands included an increase in salaries and the repeal of the law relating to strikes by Civil Servants.

MISS PICKFORD AND MR. FAIRBANKS.

SECRET ARRIVAL IN LONDON.

HOPE TO MAKE FILMS HERE.

LONDON, May 29th. "We hope to make pictures in England within the next few years, if we possibly can."

This was the message which Mr. Douglas Fairbanks and Miss Mary Pickford, the film actors, gave to a *Daily Mail* reporter at the Hyde Park Hotel, Knightsbridge, where they are staying.

"I should like to, wouldn't you?" said Mr. Fairbanks, turning to his wife, who, with her fair curls escaping from her close-fitting hat, looked quite unlike the film heroine millions of people have seen.

"I should love to," she replied, smiling, "if we have the chance. Do you think we could?" and she looked up at her husband, bronzed and athletic as ever.

"Seriously, though," Mr. Fairbanks continued, "we have arranged nothing, but we want to make pictures here."

Unlike their arrival in England in 1920, they reached London with no one to meet them. They had announced that they would arrive to-day, but they came very quietly, so as to have a peaceful day in London.

"We want to keep quiet," Miss Pickford said, "as my mother died recently, and also we have a lot of work to do."

To See Our Studios. Her husband added: "We have 87 offices in this country, and we want to connect with them. I hear that you have some wonderful studios here, and Mary and I intend to see them before we leave. We are going to spend a day at Elstree to look round."

Eight years ago, when the film stars arrived in London they could not move for the crowds which surrounded them. On Sunday night they dined in their suite and did not appear in public. Yesterday morning they remained in their rooms, and not even the people staying in the hotel knew they were there.

At midday they visited friends in Surrey. No one recognised them as they came out of the hotel.

RETIREMENT OF THE SPEAKER.

SIGNAL MARK OF ROYAL FAVOUR.

TRIBUTES FROM ALL PARTIES.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th. The increasing burden of the Speakership was emphasised by the Rt. Hon. J. H. Whitley, when he rose at the conclusion of questions in the House of Commons and asked the House to allow him to retire from the Chair to-morrow.

The Speaker recalled that though he had been Speaker since 1921, he had held office in various Governments for over 21 years.

The Prime Minister, Mr. Stanley Baldwin expressed the profound regret of the House that Mr. Whitley felt the necessity of retiring, and gave notice of a motion to express thanks and appreciation of Mr. Whitley's services.

The Premier also gave notice of a motion praying His Majesty to confer upon the retiring Speaker a signal mark of Royal Favour. Mr. Ramsay MacDonald, leader of the Labour Party, and Mr. Lloyd George, the Liberal leader, joined in the tribute.

NEW WHITE STAR LINER.

BIGGEST IN THE WORLD.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th. It is announced that the White Star Line has ordered from Messrs. Harland and Wolff, Belfast, a mammoth luxury liner for the Atlantic service.

When completed it will be the biggest in the world. It is to be 1,000 feet long and the gross tonnage will be 80,000 tons.

It is to cost nearly £7,000,000 and will take three years to build.

H.M.S. "CORNWALL."

SOUTH AMERICAN TOUR.

[REUTER'S AMERICAN SERVICE.]

BUENOS AIRES, June 19th. The President of the Argentine Republic, the Minister for Foreign Affairs, the Minister for War and the Minister of Marine paid a visit of inspection to Britain's new 10,000-ton cruiser, H.M.S. *Cornwall*, which is visiting various South American ports on her way to the China Station.

BRIDE'S "I SHANT" AT THE ALTAR.

MIND CHANGED AT THE LAST MOMENT.

ELLESMERE PORT (Cheshire), May 27th.

A remarkable incident occurred at a wedding ceremony here yesterday, when the intended bride, repented at the altar at the last minute and refused to say "I will."

She was Miss Mary Paxon, aged twenty-one, who had been keeping house for the father of the man she had attended the church to marry. The Rev. Ivor Jones, who was officiating at the ceremony, had extracted the "I will" from the bridegroom, but he received no answer when he asked the girl, Miss Paxon, if she would have "this man to be her lawful wedded husband."

Mr. Jones waited for a brief interval, and then the bridegroom told her to respond, but she replied "I shant."

The minister asked Miss Paxon if she intended to marry, and she replied "No." He then took her to the vestry, where she said she knew that she would not be happy.

The only relative of Miss Paxon in the wedding party was her sister, who said they did not want her to marry.

The mother was sent for, and she took her daughter home after the minister was satisfied that she would not go on with the ceremony.

SETTLERS' FATE.

FATHER AND SIX CHILDREN BURNED TO DEATH.

AUCKLAND, N.Z. A farmer named Alfred Waller and six of his children have lost their lives in a fire which destroyed their cottage near Hawera, North Island.

A few minutes after the outbreak the cottage was a raging furnace, and all efforts made to reach the inmates failed. When the fire had burnt itself out the bodies, charred beyond recognition, were found in the debris.

Mrs. Waller with the two youngest children were away at the time. The ages of the dead children ranged from 6 to 13.—*Central News*.

OVATIONS FOR MISS EARHEART.

CONGRATULATIONS FROM U.S. PRESIDENT.

SCENES OF WELCOME.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th. The perilous flight across the Atlantic has been accomplished by a woman for the first time in the history of aviation, the honour falling to Miss Amelia Earheart, of Boston, who landed in Wales shortly after noon to-day after a 22 hours' thrilling flight in the Fokker seaplane *Friendship*.

Three women have died in previous attempts, the Hon. Elsie Mackay, Princess Lowenstein Wertheim, and Mrs. Grayson. Miss Earheart has received a flood of congratulatory telegrams on her memorable feat.

Roar Of Engines.

Crowds were first attracted by the roar of the engines of an aeroplane over Llanelli, and thousands flocked the streets, when the name *Friendship*, easily discernible on the underside of the plane, conveyed in a word the sensational news of the flight.

The machine circled the bay and made a perfect landing close to the shore off the suburb of Pwll.

Mr. Wilmer Stultz immediately came ashore in a boat which was sent out, and was tumultuously greeted on landing.

Interviewed by *Reuter*, Stultz, who was in the highest spirits, said that he had come down owing to fuel shortage, and that Miss Earheart and the mechanic Gordon had decided to remain in the seaplane while he was telephoning for fresh supplies of fuel, with a view to making the journey to Bristol at the earliest possible moment.

Huge Enthusiasm.

Subsequently, it was decided to remain in Llanelli for the night, and remarkable scenes were witnessed in the evening when Miss Earheart came ashore for the first time. She was accorded a most enthusiastic reception by thousands of people, who in an amazing demonstration of greeting, fought and struggled to shake hands with her.

Finally the Police had to clear a way through the crowd to enable the fliers to motor to an hotel.

Radiant smiles greeted a *Reuter's* representative who visited the Atlantic fliers.

Weather Conditions.

Miss Earheart was little the worse for her great adventure though her satisfaction at regaining terra firma was unqualified. None of the three showed signs of strain, and all describe the crossing as uneventful, though they had a thrilling fight against adverse weather conditions at different points of the trip.

Miss Earheart referred to the impossibility of maintaining wireless communication on the journey over, while Mr. Wilmer Stultz described the flight briefly, stating that the plane was battling most of the way with bad weather.

Time and again they encountered severe rain and fog, and he was highly gratified at having covered the journey in the excellent time of 22 hours.

He told *Reuter's* representative that Miss Earheart took turns with him in piloting the *Friendship*. Miss Amelia Earheart, who is 29 years of age, is of course an experienced pilot. It will be remembered that she reached the height of 14,000 feet and established the women's altitude record in 1920.

Backer's Plans.

Mrs. Guest, who financed Miss Earheart's flight in the interest of Anglo-American friendship (hence the name of the machine), interviewed by *Reuter*, said she had never met Miss Earheart, but would be glad of the opportunity of shaking hands with her as soon as possible.

Mrs. Guest disclosed that in the first place she intended to make the flight herself, but circumstances did not permit the carrying out of her original intention, and she left word before departing from the United States that she hoped some woman would be able to do so.

News In America.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 18th. The news of Miss Earheart's success has electrified the United States, and jubilation is universal that the first woman to fly across the Atlantic is an American.

Miss Earheart's mother spent the night in prayer beside her wireless receiving set.

Among the senders of the many messages of congratulation to Miss Earheart, was President Coolidge, who, cabled, expressing great admiration of the splendid flight, and adding "Our pride in this accomplishment of our countrywoman is only equalled by our joy over her safe arrival."

President Coolidge also cabled tributes to the pilot, Wilmer Stultz and the mechanic, Gordon. The *Friendship* has arrived at Southampton.

TENNIS LEAGUE.

MID-WEEK FIXTURES.

The Chinese Recreation Club, who have been making history in the Tennis League for the past few seasons, have set an example worthy of emulation by the other Clubs in regard to matches in arrears. Since last Thursday they have arranged a series of matches to make up for those postponed previously and they have fixed several for this week. Two should have been played last Monday, but had to be put off again on account of rain. They will now be played next week. To-day in the "A" Division they will meet the Indian Recreation Club who are also active playing off their matches. Other Clubs are reported to be fixing up matches, but it is not always easy to keep in touch with them.

The list of matches is arranged as follows:—

- To-day.
 "A" Division:—Chinese R.C. v. Indian R.C.
 "B" Division:—Chinese R.C. v. M.B.K.
 To-morrow.
 "A" Division:—Chinese R.C. v. Kowloon C.C.
 "B" Division:—Chinese R.C. v. Kowloon C.C.
 Friday, 22nd.
 "C" Division:—Chinese R.C. I. v. Hong Kong C.C.; Chinese R.C. II. v. Nippon Club.
 Saturday, 23rd.
 "A" Division:—Kowloon C.C. v. Indian R.C.
 Sunday, 24th.
 "A" Division:—Indian R.C. v. Craigengower.
 Monday, 25th.
 "A" Division:—Chinese R.C. v. M.B.K.
 "C" Division:—Chinese R.C. II. v. R.A.M.C.

GIRL ENGINEERS.

GOOD LOOKS SAID TO BE HANDICAP.

"Good looks seem to be a drawback to a girl taking up engineering work," said Miss Haslett, organiser of the Women's Engineering Society and the Women's Electrical Association, at the Conference on New Careers for Women, held on London.

"We put forward a woman for a drawing office appointment," Miss Haslett explained, "and her qualifications were excellent, but the director said quite frankly that she was too good-looking for the job, and would probably upset the men in their work."

"Another director, expressing the technical qualifications required of a girl," added, "and she must not jump if the foreman says 'Damn'."

The Dirty Overall Phase.

A girl must also get rid of the idea that if she goes in for engineering she will spend the rest of her life in dirty boiler overalls. She passes through that phase, but it soon goes.

Parents are often a great handicap, for they think that a girl is abnormal if she wants to take up engineering—that it is not a nice lady-like profession like secretarial work. This is true in a way, for a girl has to work with men, wear knickerbockers on occasions, and sometimes do night work.

"But this does not make us abnormal, and we want to cease to be regarded as curiosities. We want to work with men and not against them."

The chief qualifications for salesmanship, said Miss Gladys Burdon, principal of the Burdon Institute, were tact, sympathy, good health, good brains, good temper, and love of humanity.

"A saleswoman must have a real affection for people. The more obnoxious they are the more she must like them." (Laughter.) "The chilling atmosphere which sometimes becomes apparent on the part of a saleswoman when it is clear that no sale will be made is not only bad manners, but disastrous from a business point of view."

"Nothing but an emergency will induce a customer to go back to a saleswoman who has once treated a refusal to purchase as a personal grievance. A saleswoman is like a doctor. She must diagnose her customer at a glance and develop the soothing 'bedside' manner which inspires confidence."

CAPT. CAMPBELL BANS BROOKLANDS.

HANDICAPS THAT HE NEVER WINS.

Honley, May 29th.
 Captain Malcolm Campbell, the famous motorist, who has driven a motor-car faster than any other Englishman, and who created a world's record at Daytona Beach not so long ago, has decided to ban Brooklands unless the present system of individual handicapping is altered.

His decision was the sequel to an incident in connection with the Gold Star race at Brooklands to-day. His car was entered as an ordinary touring car with a four-seater body. Questions were raised about the car, so Captain Campbell decided to withdraw from the race and any future handicap events on the Brooklands track.

I understand, however, writes a *Daily Express* correspondent, that Captain Campbell will race at Brooklands in scratch events, and if the handicapping system is altered. Otherwise he will race abroad.

"On the Turf," he said to me to-day, "it is only the horses who are given weight in handicaps, not the jockeys. Donoghue was never handicapped. It was only the horses that he rode which had to carry penalties. But I have found for a long while now that at Brooklands I have been handicapped as a driver, instead of the car being handicapped."

Twenty Years.

Captain Campbell also pointed out to me that he has been driving at Brooklands for nearly twenty years, and that latterly the only races he has been able to win at Brooklands have been scratch races.

Captain Campbell also had trouble to-day in another race in which he had entered a car. He drove this car on the track last Thursday, and tested it thoroughly before bringing it back to his workshop and handing it over to his mechanics. It was found quite sound, and he said to his mechanics, "The car is running perfectly."

When he went to take the car out of the shed to-day he found that it could not even be pushed along. Two teeth of the constant mesh in the gearbox had broken. This is unheard of in motoring mechanics, and Captain Campbell cannot explain the mystery.

Engineers state that two teeth could not have been damaged in the ordinary way of driving unless some foreign matter had entered the gearbox.

FIRST "AIR GOLF" FOURSOME.

AIRPLANE AS DRIVER IN NEW GAME.

WOMAN'S CHALLENGE.

New York, May 29th.
 The first game of air golf was played successfully on the links of the Old Westbury Golf Club here yesterday.

The winners of the match, a team composed of Mr. William Hammond, playing on the ground, and Mr. M. Merrell, manager of the Curtis Field Aerodrome, playing from the air, secured their victory by three up.

The game consists in the airman dropping the ball from the airplane at an altitude of about fifty feet as near as possible to the green, the ground partner then holing out in as few strokes as possible, as in ordinary golf.

Fraulein Thea Rasche, the German airwoman, issued a challenge to the winners to play her, and a woman partner.—B.U.P.

SEX EQUALITY IN CRICKET.

VIEWS OF FAMOUS WOMAN PLAYER.

COACHING.

A woman cricketer who has made a success of the game, and who has realised the science that lies behind every stroke, has taken to task women who are keen to play cricket, but who will not accept the advice of the coach.

Mrs. Eric King-Turner, Kent's famous woman player, who first made her successful entry into cricket as Miss Muriel Maxted, plays regularly for a men's team, the Folkestone Ramblers. She is a fine right-hand slow bowler, and one of the team's first "batmen."

"Do you think you could take Hobbs' wicket?" a *Daily Express* representative asked her, discussing women as first-class cricketers.

"Have you ever seen Jack Hobbs strictly on the defensive?" was her reply. "If he were to do you think any bowler could dislodge him?"

"As long as he is the enterprising, venturesome and sporty Jack Hobbs, I think he himself would be the first to admit that such a thing might happen."

Obedience.

"Women will equal men on the cricket field when we all realise what a really difficult task we have before us. The large schools must have a coach, and they must obey him in all things."

"One or two teams do see the necessity, notably the girls of Montrose College, Margate. It was delightful to bowl against them last season. They cut, drive, pull, and play forward like the real cricketers they are, and they beat us, the Folkestone Ladies, quite well. They have a coach, and are a credit to him."

"Women should follow the coach in every detail. After all, a coach is interesting, apart from anything else. I am going to bow at your left side, and you have got to be 'Handy'—hook and glance. Or, 'Now I'm going to bowl at your off bail, and you must be John Snyter, and take cut, it.' Or 'Now for style alone, you must be G. C. H. Palairet.'"

"What girl who really loves the game could fail to be interested and absorbed when the dear old coach is giving her a short history of the game, with the names of all the giants?"

"My one aim is to play the men's game so carefully and in their way that they hardly know I'm a woman in the team."

"Last year we were playing a team of soldiers. They had been battling some while with one of the bowlers said, 'I thought you had a woman playing!' 'So we have,' said I."

"When is she coming in?" he asked. "She's here, I said, 'I'm in.'"

WHEN GIRLS PAY.

JUDGE ON THE BRIBING OF POSSIBLE HUSBANDS.

The suggestion that it was a usual thing nowadays for the young woman to pay when she went to a cinema with a young man, was made by Mr. A. E. Hoare, a solicitor, when he appeared at the Shoreditch County Court, for a warehouseman who sued his former fiancée for the return of linen, glass, and other articles of the value of £2.

The girl, Rose Osborn, living at Mansford-street, Bethnal Green, E., counter-claimed for £10 against Stanley W. Bowden, of Toys-buildings, Bethnal Green.

Bowden said that the girl had broken off the engagement and given up some of the things he bought, but refused to give up the rest. While he was out of work for six months she sometimes paid for the pictures, but he always paid "next week."

Miss Osborn: He was out of work for much more than six months; he was frightened of work. Even when he was employed, I sometimes paid when we went to the cinema.

Judge Cluer: Sometimes, of course, it is known you have to bribe men to succumb to your charms.

Miss Osborn: Never, sir.

Judge Cluer said that it was clear that Bowden had had money from Miss Osborn and she was entitled to £2. The value of the goods detained by her would be set off against this, and she would have the balance, £3 18s. 6d.

SPELL OF A VICAR'S WIFE.

FAMOUS SURGEON INFATUATED.

CAREER SACRIFICED FOR HER.

[BY R. E. CORDER.]

History teaches us that some women have a subjective influence over men, and modern science gratuitously informs us that the sex appeal is the most dominant force in life.

A woman need not be beautiful to exercise this compelling power. She can have a devastating or an inspiring influence; she can make or mar men.

The case of Mrs. Theresa Richie Irwin, decided at London Sessions provides one of the most enthralling stories heard in the courts for many years.

She is a brunette of 37, looking younger than her age, a woman of medium height enjoying a good, natural complexion and possessing a pair of brilliant, challenging dark eyes, sparkling with a sense of humour. There are laughter lines round her mouth, and she has an impertinent reticence nose.

She is the sort of woman that a man would instinctively accept as a "pal," a woman who would begot confidence even as she inspired passion.

Wife Of A Vicar.

Mrs. Irwin is the daughter of a Sheffield doctor. She married the Rev. George Freeman Irwin, vicar of St. Paul's, Cheltenham, whom she married with a county court claim for nearly £50 for night dresses.

Mrs. Irwin returned to Sheffield to live with her parents. One of the most popular and famous doctors in Sheffield was Dr. George Henry Pooley, now aged 60, an ophthalmic surgeon who during the war had worked miracles in skin grafting.

He had an established practice that brought him an income of £2,500 a year. But his finances were failing when Mrs. Irwin consulted him about her eyes. He had known her as a child, and he engaged her as a secretary, and in the words of Mr. H. D. Roome, his counsel, he "sacrificed his income, his home, his career, his reputation, and his honour and position for a lamentable infatuation. He says he is to blame, and he does not desire that the slightest aspersions should be cast on Mrs. Irwin, who is the dearest person in the world to him."

The pair left Sheffield and travelled the country, staying at first-class hotels as man and wife. They ran up bills which have since been paid by Mrs. Irwin's father and Dr. Pooley's friends.

They were arrested on account of a worthless cheque given by him as an undischarged bankrupt to the manager of the artillery Mansions Hotel, S.W., in settlement of a bill for £32 13s. 6d.

Mental Torture.

Dr. Pooley, a typical professional man with a clean-shaven, studious face, looks his age. He wears gold-rimmed spectacles, behind which are the eyes of a thinker. His lips are thin and his mouth tightly closed, and he has the delicate, sensitive hands of a skilled surgeon. Throughout the hearing he hung his head, and had the appearance of a man suffering severe mental torture.

There was a medical suggestion that his mind had become unbalanced to an extent that affected his judgment, and Sir Robert Wallace, the Sessions chairman, put him back until the next Sessions to obtain a further medical report.

When Dr. Pooley left the dock Mrs. Irwin showed some agitation, and she reached out her hands to him as he followed a warder without a backward glance.

Mr. Walter Frampton, for Mrs. Irwin, said that she carried on Dr. Pooley's practice with the aid of a locum tenens when he was ill. He challenged Mr. Roome's statement that she had infatuated the doctor, quoting the accepted equality of the sexes.

The Chairman postponed sentence for three months, and released Mrs. Irwin on her own recognisances to await a report from the probation officer which, if satisfactory, will mean that Mrs. Irwin will be bound over.—*Daily Mail*.

THE ROSY SIDE.

DUNMOW FLITCH HUMOURS.

PERFECT HUSBANDS AND WIVES.

[BY R. E. CORDER.]

LONDON, May 29th.

Three wedded couples stood in the peace court of Dunmow Flitch at Ilford, Essex, yesterday, and admitted that for a year and a day they had lived in perfect harmony.

How very sad! How they must have missed the rapture of making it up. Love really begins with the first tiff, and ends with the last row. Married life without a row is like flowers without fragrance, wine without flavour, songs without words.

Mr. William Henry Cook (51), a fish salesman of Winchelsea-road, Tottenham, and his wife, Elizabeth Mary, won the flitch and knelt on the ancient Dunmow kneeling stones, hollowed by the knees of many happy couples of long ago.

A second flitch was divided between Mr. and Mrs. William George Ward, of Chadwell Heath, a caterer; and Mr. and Mrs. William Herbert Barrett (42), a clerk, of St. Mary's-road, Ilford.

Witty Fooling.

The Court of Dunmow Flitch, whatever it may have been in olden days, is now a queer combination of witty fooling and earnest sentiment. Counsel for flitch ask embarrassing questions of the non-sense type, which are answered with perfect gravity, and in all seriousness by the competing husband.

The winning couple have been married for 35 years and have had 10 children.

"Why have you turned from fish to bacon?" inquired Mr. J. H. Hayes, M.P., appearing for the flitch.

"Well," replied Mr. Cook professionally, "you will find that smoked haddock tastes much nicer with a rash of bacon."

"Did you always take out the children?" Mr. Cook was asked.

"He could not do it," murmured Mr. A. S. Comyns Carr, K.C., representing the applicants.

"Yes, he could—in a motor-coach," remarked the judge (Mr. Charles Austin, the comedian).

The judge was arrayed in a scarlet robe and a full-bottomed wig, and counsel, who included two "Portias," wore wigs and gowns. The jury was composed of six charming young spinsters dressed in white, and six dashing young bachelors.

It was stated in "court" that out of the 210 young men and women who had served on the jury many had paired off from the box and qualified as competitors for the flitch.

The First Talking Machine.

"All three competitors declared that their favourite author was Dickens. 'And Isobel Clark' added Mr. Cook, causing counsel to exclaim: 'Who the dickens is Isobel Clark?'"

"I've never met the lady," said Mr. Cook, "but she writes beautiful love stories."

Among the bright things said during the "trial" were:

"A grand baby is better than a baby grand."

"A thing of beauty may be a jaw for ever."

"The first talking machine was made out of a rib."

"A wife may complain that when her husband meets a pretty girl he is apt to forget he is already married. On the other hand, nothing may drive him to realise the awful truth with such terrible force."

The tent in which the court was held was crowded, mainly with married couples, young and old, eager to gaze on ideal married bliss.

How the wives dodged the husbands when the competitors declared that they never drank, never stayed out late, and always appreciated the company of their wives! And how the husbands laughed when the judge pretended to look for wings sprouting on the perfect husbands' shoulders!—*Daily Mail*.

FUTURE OF CIVIL AVIATION.

SIXTY REGISTERED OWNERS IN ENGLAND.

TRIBUTE TO BLACKPOOL'S ENTERPRISE.

Sir Sefton Branner, Director of Civil Aviation, and Mr. J. F. Leeming, of the Lancashire Aero Club, visited Blackpool on May 19th to inspect the sites of the Blackpool air pageant at Squires Gate, and the proposed permanent aerodrome on the borough boundary at Marton. Sir Sefton congratulated Blackpool on the lead they were taking in civil aviation, and said he hoped they would obtain their reward in the way of increased popularity for the resort. That civil aviation was growing in favour, he said, was proved by the fact that while, a year ago, there were only seven registered owners, there were now 60, and he was hoping that before long the number would be 200.

He could foresee the time when aerodromes would be looked upon as being as necessary as railway stations. The motor roads were now crowded and more people were thinking of the air as a means of transport. The British had been a nation of seamen; he hoped that in future they would be a nation of airmen. Light aeroplanes could be bought for £300, which was less than many people paid for motor-cars, and it was not much more difficult to learn to fly than to drive a car.

If an aerodrome were provided at Blackpool, he added, it would be possible to convey visitors to and from all the large centres, and there could be taxi trips to the large towns in Lancashire and Yorkshire. It is estimated that 200 aeroplanes will take part in the Blackpool Air Pageant on July 6th and 7th. The R.A.F. will reproduce their Hendon display in full, and in addition there will be displays and competitions for civilians.

Unfortunately, by the mistaken kindness of the parent or other surrogate, however, the continual "doing" for the child increases his inferiority. Then some parents treat the child as a toy or a pet, because he is small. At other times he becomes the subject of ridicule. Sooner or later, he discovers that he has not been told the truth because the lie is unimportant. Or, again, too much is demanded of him.

How Failures Are Made. All these happenings increase his sense of weakness and inferiority. He thinks that he is a nobody and without rights. As he grows he appears timid, shy, or nervous. He cannot adapt himself easily to the world around him. His horizon may be so tinged that his search for power and sense of superiority may be gained through inactivity. He falls short of doing his work in the world. These children often become the failures of life.

The wise parent will seize the opportunity of giving the child every chance of relying on himself. The little child's movements are very slow because he is still in the state of sensing the weight and size of objects. His small fingers cannot seize them as he would wish. This fact is often unrecognized by adults, and he is told "to hurry up." In the end the job is done for him. Unfortunately this hinders his development, for he thinks he cannot do it, so increasing his sense of inferiority. Patience is the keynote for the adult.

RICH RECLUSE STARVED.

5,000 GOLD SHARES IN HER FLAT.

CORONER'S SPECIAL VERDICT.

Although she had ample means, Miss Annie Turner, aged 54, of Ladbrooke-square, Kensington, W., died at her flat from starvation.

An inquest was held at Hammer-smith, and it was stated that in the flat were found a considerable sum of money and 5,000 gold mine shares.

Mrs. Annie Nickless, caretaker at the flat, said that at first there were two sisters there. About a year ago one died of consumption and starvation.

Mr. Oswald, the coroner: Had Miss Turner any visitors or letters?—No.

Did she read anything?—Yes, four papers a day.

Mrs. Nickless said she last saw Miss Turner alive the previous Saturday. On the following Monday morning, noticing that her papers had not been taken in, she made inquiries. The flat was entered and Miss Turner was found dead on the sofa. A will was found in the flat.

Mr. Oswald: Here was a woman of means, who would not provide herself with food. Her sister died in a similar state, but she had consumption. It almost looks as if it was miserliness. There will be a special verdict—Death from Starvation and Self-neglect.

Mrs. Nickless said to a *Daily Mail* reporter that Miss Turner had occupied the flat for nine years, but she did not think she had any relations in this country. She added:

I believe there are some brothers abroad. Although she was very friendly and amiable, I do not believe she was known to anyone round here. She certainly had no close friends.

She would often go out for a walk in the morning, and at one time did a good deal of painting, of which she was very fond.

A CHILD'S INFERIORITY COMPLEX.

[BY A HARLEY-STREET WOMAN DOCTOR.]

We hear a great deal of the inferiority complex among adults, but it is little realised how the sense of inferiority affects children. It is apt to interfere with their whole future development and outlook in life.

A baby comes into the world weak, helpless and crying lustily. He is dependent on the adults in his environment for food and warmth. As he begins to grow, he realises that he is small and others big by reason of their size and their power in contrast to himself, and his feeling of inferiority increases.

He decides that this must be compensated, and he adopts the means of striving to be strong and domineering. How often do we hear the child say, "When I am as big as daddy." This striving for "bigness" and power is a perfectly healthy outlook when his education comes unchecked and he is allowed to grow up by doing things for himself from his earliest days, whether he takes his first step by himself or whether he puts his shoe on for the first time.

Mistaken Kindness Frustrates Efforts.

Unfortunately, by the mistaken kindness of the parent or other surrogate, however, the continual "doing" for the child increases his inferiority. Then some parents treat the child as a toy or a pet, because he is small. At other times he becomes the subject of ridicule. Sooner or later, he discovers that he has not been told the truth because the lie is unimportant. Or, again, too much is demanded of him.

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The Occasional Word Of Praise.

Further every child should be encouraged to realise that he is appreciated when he can accomplish small duties for himself. In experiencing this, he will feel that he is of real value and so overcome his inferiority sense. In such things lie some of the fundamentals of becoming a good citizen.

WIRELESS AS A CURE.

NEW TREATMENT FOR PARALYSIS.

New York.
 Electrical science once again promises to lend its aid to the world of medicine.

Two American scientists are testing the value of short wave-length wireless broadcasting apparatus as a cure for general paralysis. The bacilli of this disease cannot live when the blood is at a high temperature, and previous treatments, notably by Dr. Wagner von Jauregg, of Vienna, have been made by injecting malaria germs into the blood of the patient, the intention being to kill the bacilli of the particular form of paralysis.

This treatment, however, is very difficult to control. With the new treatment the blood temperature can be raised and properly controlled at the same time.

Accidental Discovery.

The discovery came accidentally. It was noticed that men working in the General Electric Company's works became faint and ill when they were operating six-metre wireless sets.

The heating effect of the waves was tested with a solution, and the discovery made that a six-metre wave-length apparatus gave suitable results.

It is believed that a high temperature can be produced locally upon the skin with this new apparatus.

Scientists are careful in their statements regarding the medical value of this treatment, but the Rockefeller Institute is now experimenting with it.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 20th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Castle Peak Cafeteria—Shanghai Motor Deal—"The Car of To-morrow"—The Second Value of Cars—£100 Motor-car Within Sight—Front Wheel Drive Car—High Praise for Rail Cars—The Oiling System.

"WHIPPET"

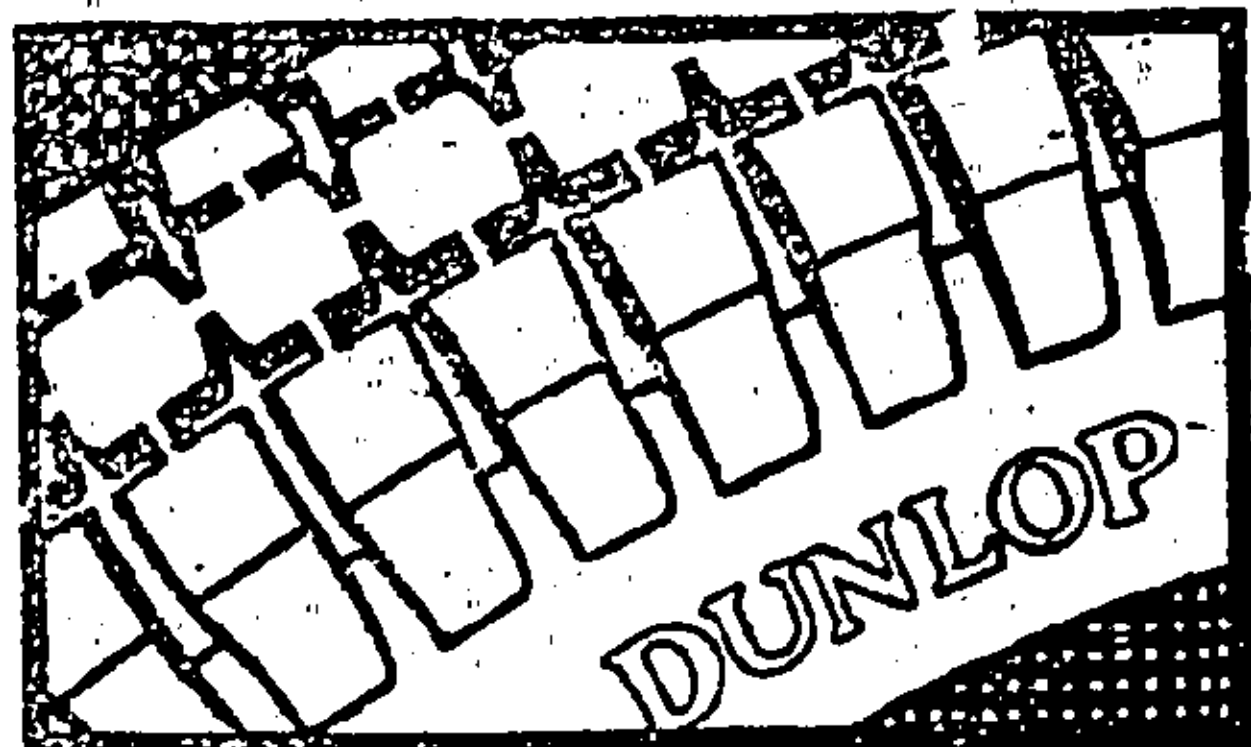
MODEL 96.

TOURER ...	H.K. \$1,550.00
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SEDAN ...	H.K. 1,950.00
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WHEN ladies started cycling thirty-one years ago they rode on Dunlop tyres. And the lady cyclist of these days accepted Dunlops as a matter of course. You wanted a pneumatic tyre—you ordered a Dunlop. A Dunlop tyre was no novelty to them. Simply because even at that time Dunlop had been making tyres for ten years. To-day, of course, Dunlop have been makers—and the leading makers—of pneumatic tyres for forty years. There's a deal of experience to be gained in forty years of tyre making for every kind of vehicle running on every kind of surface, and at speeds ranging from the 20 miles per hour of the early motor carriages to the 203.8 miles per hour of Segrave's Sunbeam.



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MOTOR NOTES.

CASTLE PEAK CAFETERIA.

TO BE OPENED TO THE PUBLIC SOON.

Kowloon motorists have no doubt watched with interest the building of the new "Castle Peak Cafeteria" and the Swimming Pool beside it. Although the pool has been completed it is still reserved for private use until the completion of the Cafeteria when both will be thrown open to the public. The Manager of the Castle Peak Cafeteria Mr. Leung Su Yuen, told our representative that he expected to have the Cafeteria ready in one or two weeks' time. The swimming pool is fresh water which flows down the hillside at the back of the compound, and it is stated that wooden bathing sheds will be built round the pool itself, so that the guests have just to leave their cubicles to enter the water. This swimming pool will no doubt meet with great favour, as at low tide the beach is not altogether pleasant. When the Cafeteria is finished it will be able to supply afternoon teas and meals to the motorists who wish to spend the whole day at the beach. As soon as the first building is completed a second building will be built on the adjacent plot. The compound will be formed into a garden where afternoon tea may be served on the lawn.

The Garage.

A garage has already been erected and on the opening of the Cafeteria will be available for repair work and storing over-night at a reasonable price. A service of Vulcan Motor-Buses from Kowloon to the Cafeteria is under consideration. Should the idea materialize it will prove a great advantage to the non-motorists, who will be able to spend an afternoon at the beach.

THE "CON-ROD"

We have to acknowledge receipt of two exceedingly interesting magazines issued by the Douglas Motor-Cycle Company. Both magazines are filled with interesting articles and among the contributors are Freddie Dixson, the Douglas Ace and T.T. winner and S. St. George, the dirt track racing crack from Australia. Motor-cyclists should call at Messrs. Alex Ross in Chater Road and get their copy.

DID YOU KNOW—

That London has 2,200 miles of streets.
That it has over 350 miles of tramway lines.
That the busiest traffic spot is Hyde Park Corner, where, roughly, 55,440 vehicles pass every day.
That the next busiest places are Trafalgar Square, Marble Arch and Piccadilly Circus.
That London has 20,058 policemen (including the one who reports you for exceeding in a 10-mile limit).

PERPETUAL MOTION.

The firm of Jowett Cars, Ltd., have just received a letter from the owner of one of their cars. He states that in his opinion that the Jowett Car is the nearest approach to perpetual motion that he has ever heard of. In fact such are the mileages he gets that he is of the firm opinion he does quite a lot of his travelling on an empty tank!

There is no doubt that at present the Jowett Car holds an enviable reputation in this respect, and this, coupled with its reliability, is probably responsible for the fact that the firm is at present receiving an unusually large amount of overseas enquiries and orders.

THE COST OF RUNNING A BIG CAR.

Some interesting figures on the cost of running a 30 h.p. car over a period of seven years have been forwarded to the makers by the owner. The car, an Armstrong Siddeley six-cylinder, covered 37,372 miles in the seven years ending 1927, and during that time repairs and replacements, petrol, oil and tyres only averaged 3½d. per mile.

In view of the fact that 11,000 miles of the total were covered on French, Swiss and Italian roads, this is an extraordinarily small sum.

A GUY ARMOURD POLICE VAN FOR SHANGHAI.

The Shanghai Municipal County Police Department have recently taken delivery of an armoured police van, built by Guy Motors, Ltd., the well-known Wolverhampton firm of motor vehicle manufacturers.

The van body is made of sheet iron, and mounted on a Guy 15 ft. 3 in. wheel base dropped frame chassis. The vehicle is for emergency use for the suppression of riots and disorders in factories, and also used in the case of fire; the interior being equipped with axes, crow bars and ladders. There is seating accommodation inside for the police and fireguard squad of 45 men. At the back of the driver's seat is a cupboard from which steps are fixed giving access to the gun which is mounted on the roof. A supply of tear gas and bombs is carried.

NEW AUSTIN MODELS.

The Austin Motor Co., Ltd. of Birmingham has recently introduced two new models, namely, a 6-cylinder "Twenty" rated at 23.5-h.p. developing 39-h.p. at 2,000, and a 6-cylinder "Sixteen" rated at 15.9-h.p. developing 14-h.p. at 2,300.

With these additions the Austin range is now very complete, from the smallest type of car which is supplied in both the tourer and saloon models to the large 6-cylinder 7-seater limousine.

Recent successes achieved by cars of this manufacture include two cups, two silver medals and one bronze medal in the Working Motor Club Winter Trial; three silver medals in the Colmore Cup Trial; First Prize in the Beach Racing 2½ miles Eastern Subs. M.C.C. Gillingham, Sydney, in January; and the "Wardell" Tankard in the Victory Cup Trial held in Worcester-shire in March.

A.D.C. MODEL.

The production of the Associated Daimler Model "204" 2½ ton Commercial Chassis was stopped during the latter part of last year, but owing to the continued popular demand from customers for this sturdy light-weight model it has now been decided to continue production.

The chassis is fitted with a 28-h.p. 4-cylinder poppet valve engine of monoblock construction, 4-speed gear-box and overhead worm drive.

BUSINESS!

A gentleman from Japan recently came to England to learn the language and customs. He bought a Douglas in order that he might see the most of the country and visit the many historical places about which he had heard. One day he was coming back from the South Coast to London, and was trapped in a 10-mile limit at Patcham. He proceeded warily after this, but could not resist opening out through Sutton, where he again got trapped for the same offence. A month later he had letters from the Magistrate's Clerk at each court. The Patcham magistrate had fined him 40s.; the Sutton Bench had fixed the fine at 20s. Requests for immediate payment were made. So he wrote to the Patcham Bench and said: "Worshipful Lords, I have to thank you for your letter. I am sorry I am unable to take advantage of your kind offer, but I have had a better quotation elsewhere."—*The Con Rod.*

ENGLAND'S EASTER HOLIDAY MOTOR TRAFFIC.

The extent to which the roads were used by motorists during the Easter Holidays is indicated by special reports received by the Automobile Association from A.A. Road Patrols working on over 20,000 miles of main roads in Great Britain.

The patrols answered 244,500 enquiries for road information, and obtained running supplies for 3,142 members; 5,892 members were assisted following mechanical breakdowns.

The A.A. Night Service Outfits, which were patrolling a number of main roads up to midnight, assisted 2,925 members.

During the week preceding the holidays, 2,000 motorists joined the A.A. while special holiday routes issued to members, aggregated 19,200,000 miles.

SHANGHAI MOTOR DEAL.

100 CHRYSLERS SOLD TO TAXICAB CO.

FIFTY TO BE DELIVERED IN THREE MONTHS.

What is claimed to be the largest sale of motor-cars ever made in China by any motor-car concern to any individual or operator has been concluded by Mark L. Moody, president and general manager of Mark L. Moody, Fed. Inc., U.S.A., which concern distributes the Chrysler Motor-car throughout China.

The sale, which was made to the Yellow Taxicab Co. recently, involves a hundred cars to be delivered during the course of the next few months. The first ten Chryslers were delivered to the Taxi Company's headquarters at 336, Rue Bourgeois. Another ten will be delivered in about a month, thirty more in about two months and the balance of the order before the end of September.

"The sale was quite gratifying to us, entirely apart from the business consideration," stated Mr. Moody in commenting on the big transaction. "Usually the competition is very keen on a large transaction and requires considerable effort on the part of the seller to secure such an order. The gratifying part of this deal was that the Yellow Taxicab Co. de-

cided to purchase Chrysler cars entirely unknown to us and then came to us for the cars.

Bought On Reputation.

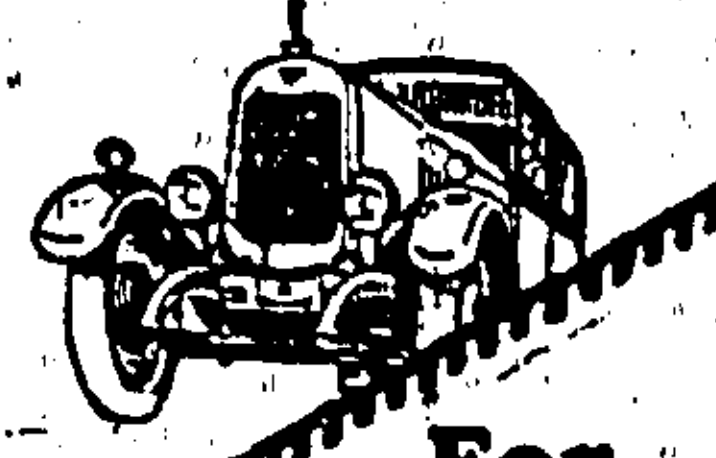
"The Chrysler model selected is known as the '52,' which is powered with a 4-cylinder engine and equipped with hydraulic 4-wheel brakes, providing taxi drivers with ample power to manoeuvre and have braking power at their command that will cope with any sudden emergency that might arise in Shanghai's diversified traffic.

Chrysler Quality Throughout.

"The passenger's compartment is electrically lighted, with a switch within easy reach. Two disappearing seats for casual passengers fold into the rear of the driver's partition. The cars are painted 'taxi' yellow except for the mudguards which are black and the upper works of the body which are painted light blue. All cars are provided with double bar bumpers, both front and rear, for the protection of the car as well as the protection of others.

"The unusual economy which is a characteristic in connection with the operating of the Chrysler model '52' car was decidedly influential in causing the Taxicab Company to purchase this model, together with the exceptional comfort it provides," concluded Mr. Moody.

Mr. Walter K. Lennox, travelling representative of the Chrysler Motor Corporation, who is in Shanghai for a few days, arrived just in time to see the Moody organization make delivery of the first part of the Taxicab Company's order.—*N.C. Daily News.*



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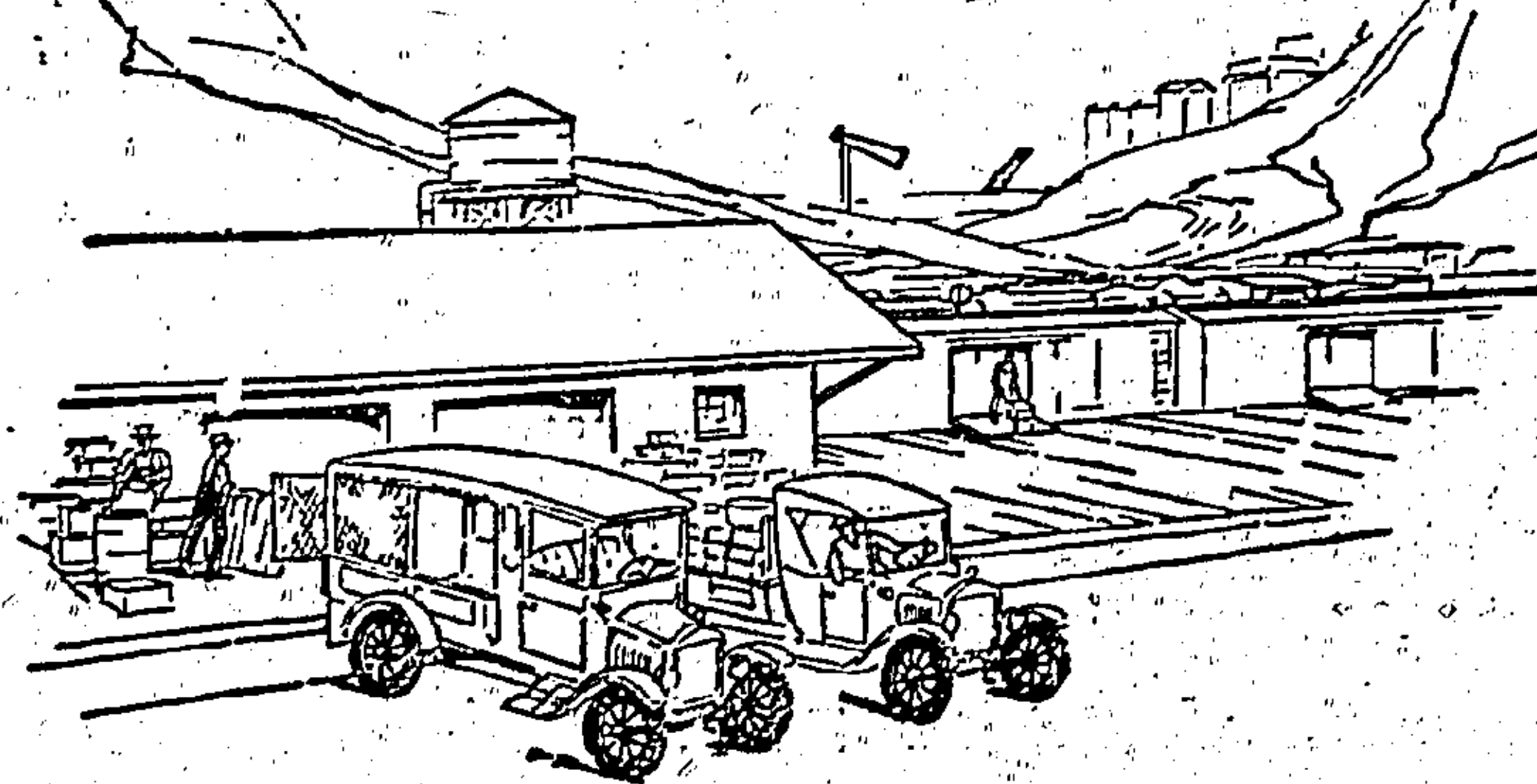
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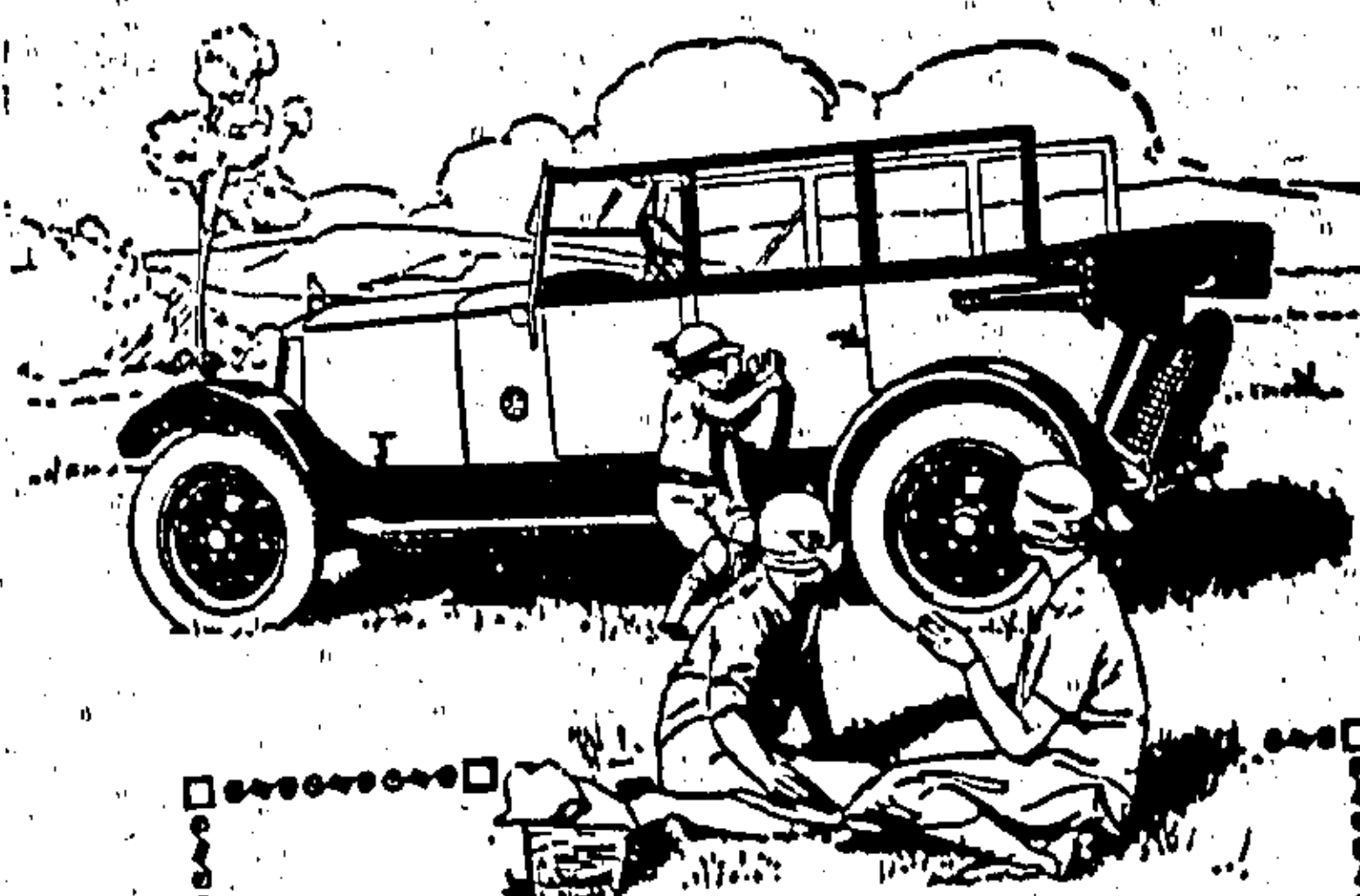
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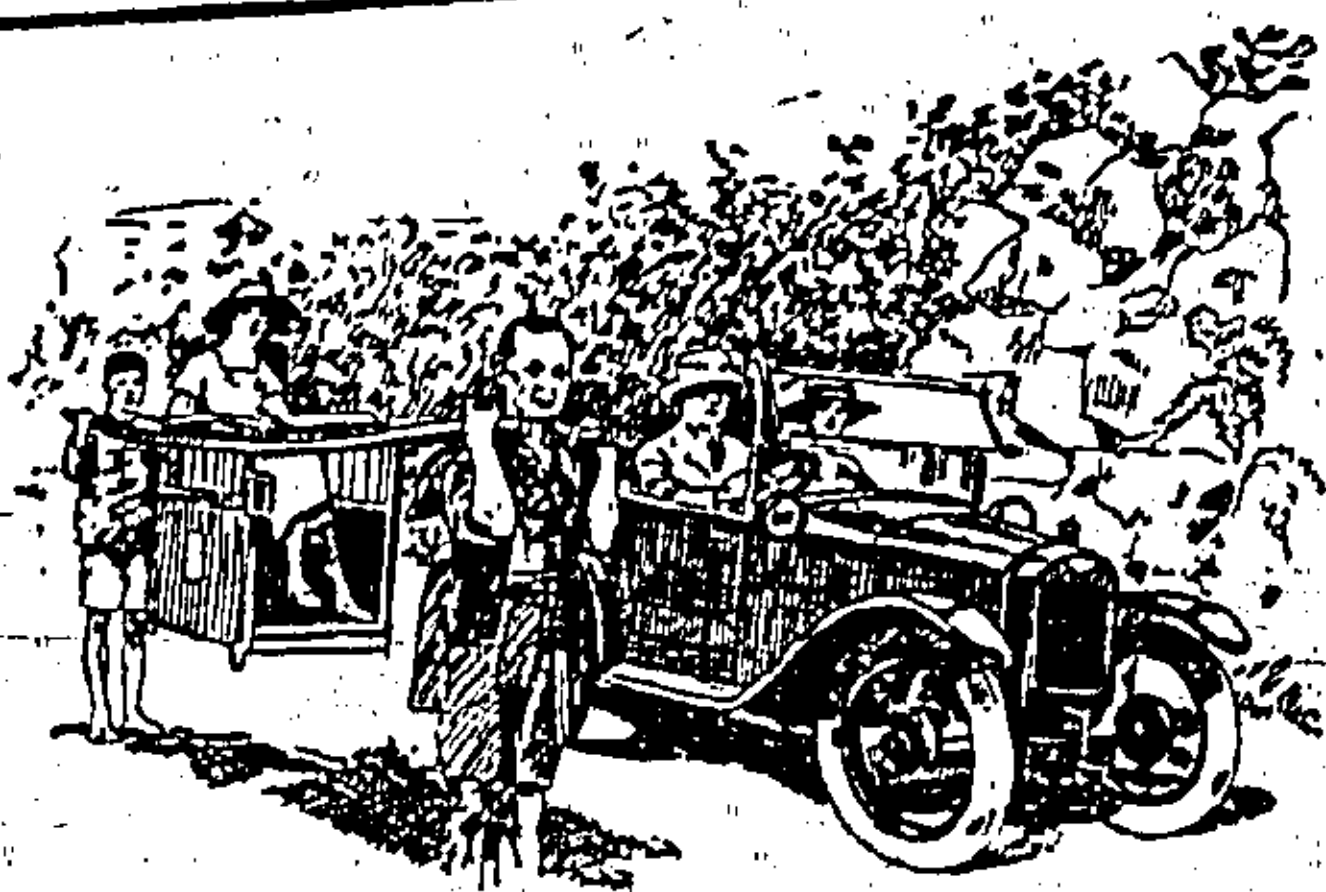
She: "You naughty boy, you're scratching the paint."
John: "Don't worry, Mother, it's Cellulose."

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MOTERING NOTES (CONTD.)

THE SECOND VALUE OF CARS.

SOME ODD DISCREPANCIES.

[By JOHN PRIOLEAU.]

I have been trying second-hand cars, with a view to finding one having all the necessary virtues, and for part payment of which the dealer is prepared to allow a reasonable sum for an old car. It is not for myself that I have been conducting these researches, or I should hardly be in a position yet to discuss the matter. I am lucky enough to have the car I have always wanted, and even if the gods take her from me now they can only do just that—they cannot take five months of car bliss from me. I have been helping a friend to find this elusive bargain.

I say elusive with intention, for our pursuit has brought to light a number of curious facts. The chief one is that there seems to be no standard of price or accepted value.

Foreign Cars.

Perhaps my friend's case is unusual, though I do not see why it should be. The car he wishes to dispose of in part exchange is a four-year-old, two-litre, four-cylinder of considerable reputation, and, at the end of her 40,000th mile, remarkable value. She was second-hand when he bought her—very second-hand—and her official second-hand market value is modest, if it exists at all. Her intrinsic value is quite another matter. In spite of her age she is a perfectly sound motor-car. She goes well and has done so, to our knowledge, for eighteen months; and she has a particularly good body, which cost, something like £300, I believe. She has, as I say, no official price, but sums between £40 or £50 have been offered for her provided a new or even a second-hand car were ordered. The oddest part is, to my mind, that these figures have been offered when the price of the new or next car was as low as £250.

Another interesting point is that the old car is a foreigner, and it is an almost universal belief that foreign cars have little, if any, second-hand value, even when they are comparatively new. Yet a number of perfectly intelligent dealers who have, presumably, no philanthropic leanings in business, have made respectable offers for what one understands is an unsaleable article.

I always doubted this matter of the first-class foreign car being unsaleable, and now that I have had these seven days' fine comb-work with my friend I doubt it all the more. Three foreign second-hand cars, amongst others, have been taken out and tried by us, and none of them has been priced so low as to suggest that there is any truth in the statement that the foreign is a drug on the market.

The first one was a car of the same make as the four-year-old. It was a year younger and had a more efficient engine, not nearly such good steering, no better brakes, better springs, an inferior body, and a noisier gear-box. The price asked for that was over £100 more than had been paid originally for the old car. Does not that strike you as curious?

The second candidate was also a high-class foreigner. Its performance throughout was far better than that of No. 1. It had an incomparably better body, and was in every way a superior car. The price asked for it, although it was a year younger than No. 1 and had done 50 per cent. less mileage, was nearly 20 per cent. lower.

No. 3 was a car of quite a different class, comparatively cheap when new. It had only done some 5,000 miles, and the price asked for it represented a reduction of 25 per cent. on the list price. Against the purchase price of all these three approximately the same amount was to be allowed for the old four-year-old.

Discrepancies.

We have been particularly thorough, my friend and I, over the business and we are still wholly at a loss to account for what seem to be discrepancies. Why, for example, is No. 1 so dear; why is No. 2 so cheap? No. 2, apart from being a much better motor-car, should, by reason of its age and one or two other matters connected with service depots and so forth, command a noticeably better price. We are not complaining of the lowness of the prices asked, but, as a matter of interest, we would very much like to know what factor, if any, governs these conditions.

£100 MOTOR-CAR WITHIN SIGHT.

NEW "MORRIS SEVEN"
THAT WILL BE CHEAP
TO RUN.

Thousands of people have been asking whether the £100 motor-car will shortly be a reality since it became known that Mr. W. R. Morris, head of the famous car manufacturing firm, had designed and would soon put on the market a new 7 h.p. model.

The new car will be approximately two-thirds the size of a standard model Morris-Cowley, and an official of the company said that, although the price had not yet been decided, it could be taken that a two-thirds scale would be near the mark.

The Morris-Cowley standard model is priced at £145. The new model will run from forty to fifty miles to the gallon, said another member of the firm.

Mr. W. R. Morris explained his reasons for placing a new 7 h.p. model on the market. He said the new car would be approximately two-thirds the size of an ordinary Morris-Cowley. In the early stage of designing the new model the greatest secrecy had been observed. Then rumors began to get about the country among the people in the motor trade. On the strength of these rumors agents began placing orders for the new car, and as they did not deny that a new model was being designed the knowledge gradually spread among agents. There was a growing demand for the miniature type of car, and the "Morris Seven" had been designed to meet this demand. That was the sole reason for its manufacture. It was ridiculous to say that his intention in making the car was to compete with the "Austin Seven."

Austin Company's Plans.

Sir Herbert Austin, chairman of the Austin Motor Company, Ltd., said he deprecated any suggestion of a fight between the Morris Company and the Austin Company, because the companies were on very good terms and Mr. Morris and he were personal friends. To-day the Morris and Austin firms together manufactured more than half the cars produced in Great Britain, and their outputs were increasing every year. There was a world market for small cars, and at the present time he considered the British manufacturers had got the market at their feet. The Austin firm had been building the 7 h.p. car now for five years. They had sold nearly 100,000 of them and naturally they had learned a very great deal of what was necessary to make a successful small car. Their 7 h.p. model was being sold in all parts of the world. They had just completed an agreement with a very powerful organization in Paris for the manufacture of the same car there for the French market. In addition, negotiations were in progress for similar arrangements for manufacture in the United States.

MORE IRAQ OIL.

EXTRA 400,000 GALLONS
DAILY.

TEHERAN.
Another big addition to the world's oil output is reported from the Iraq sector of the Naft Khaneh fields, where two further wells producing respectively 140,000 and 200,000 gallons a day have been brought in by the Khanaqin Oil Co., Ltd., a subsidiary of the Anglo-Persian Oil Co. Both wells are under control.—*Reuter*.

This news of the additional sources is confirmed in authoritative quarters in London, says *Reuter*, but the yields are put respectively at 200,000 and 300,000 gallons a day.

A well was already in operation in the Iraq sector of the Naft Khaneh oilfields, and these additions are the result of ordinary development operations.

An important extension of production was also reported only a month ago in the Persian sector of these fields, where a big well with an estimated output of 500,000 gallons a day was reported to have been brought in.

however, to have had the chance of going over these foreign cars and of getting a brief glimpse into the conditions of their second-hand market.

I have no idea what moral, if any, can be drawn from our experiences, but it looks as if we may conclude that, provided it is of a well-known and high-class make there is a definite market for the used car from across the Channel. It is not doing this, this may bring comfort to those who own French, Italian, or Austrian cars of high degree, and who may have been depressed by the tales of their unsaleableness.—*Evening Standard*.

"THE CAR OF TO- MORROW."

FUTURE OF THE SIX-
CYLINDER ENGINE.

WHAT BROCKLEBANK AND
RICHARDS, LTD., ARE
DOING.

"If I were asked to give my idea of 'the Car of the Future' I should venture a forecast that in the near future the 4-door saloon, with 6-cylinder engine of medium horse-power, and with hydraulic 4-wheel brakes, will rise to great popularity," says a well known expert.

The stunts and experiments of yesterday have led to the mature consensus of opinion that comfort, reliability and economy are the qualities to be desired. Moreover, the greater number of cars now on the road necessitate brakes that can be relied upon on every occasion.

The Six-Cylinder engine is supplanting the "Four." Manufacturer after manufacturer is bringing out a "Six," but one of the first British firms who had the foresight to anticipate the demands of not only the British, but of Colonial markets as well, was Messrs. Brocklebank & Richards, Ltd., of Birmingham, who started seriously to work in 1924 on the production of the Brocklebank car.

To-day it is regarded as among the most successful. Rated at 15 h.p., its engine has a cylinder bore of 2.5 inches (63.5 mm.), with a stroke of 4.25 inches (108 mm.). The crankshaft is a beautiful piece of work, remarkably stoutly constructed, of finest and most suitable material—Steel to "Air Board Specification" S. 23. It is carried in four main bearings, which in common with the big ends, are no less than two inches in diameter and is perfectly balanced up to a very high rate of revolutions.

In the result the engine is extraordinarily smooth running and powerful, and with such a wide range of speed that the lower gears have seldom to be resorted to.

The power is transmitted through a single plate clutch to a gearbox giving three speeds forward and a reverse gear, and controlled by a centrally placed lever; and thence through a propeller shaft, universally jointed at either end, to spiral bevel gears in the back axle, which give a reduction ratio of 5.1 to 1.

The same stoutness of construction which characterizes the engine is manifest throughout the chassis frame, no less than five inches in depth, and stoutly braced with tubular cross members; rear axle of "Banjo" type in pressed steel, front axle, steering gear, are all constructed to stand up to the most severe conditions of usage. And Brakes: Hydraulically operated on the Lockheed principle, fabric covered shoes are expanded in 14-inch drums on all four wheels. For simplicity, ease, smoothness, and power in action no finer method has yet been devised. They are supplemented by a transmission brake, actuated by a centrally placed hand lever, for parking. Fundamentally, the chassis remains as originally designed. Its overall measurements are: Track 4 ft. 8 in. wheel base 9 ft. 8 in. with 30 x 5.25 tyres, the ground clearance is 9 inches.

As will be clear from the foregoing, Colonial requirements have been most carefully studied and provided for, and with an accompanying simplicity and accessibility throughout which ensure success.

In a quiet way great strides have been made lately in the production of this car. It was found possible to improve the engine and chassis in detail. This done, the manufacturers have devoted the last few months to improving the efficiency of the production plant, practically the whole of which has been moved to South Works, Adderley Park, Birmingham. These works are the embodiment of modern factory construction, built on the ground floor principle with north-light roofing—conditions.

Sufficient cars are now in use in the hands of private owners in all parts of the Empire to provide the manufacturers with valuable data concerning reliability and running under the varying conditions to be met with both in England and the Colonies, and the reports are most encouraging. The prices for 1928 remain practically unchanged—Chassis £235, coach-built 4-door saloon £445, fabric light-weight 4-door saloon £395, 4-seater tourer £285, 2-seater with dicky £235.

THE OILING SYSTEM.

HOW IT HAS BEEN
IMPROVED.

THE STEARNS-KNIGHT EIGHT,
ARRANGEMENTS.

In the development of the present types of motor cars, no part of the car shows more progress than does the lubrication systems of engines.

In the earlier cars problems of motor lubrication were not so important as they are to-day. Engines then were of the slow speed, heavy duty type and the flywheel and connecting rods dipping in the oil pan provided ample lubrication for the satisfactory operation of such motors. In the days of that "splash" system of lubrication, the car owner didn't mind having to look at the engine every time he took the car out.

The first improvements in the matter of oiling came with the introduction of "force feed and splash" arrangements. In this type the "splash" system was supplemented by an oil pump, driven by the engine, which took some of the oil from the crankcase and delivered it into the troughs below the connecting rods. As the connecting rods revolved, scoops on the lower half of the rods dipped in the oil in separate troughs and sent a direct supply of oil to the connecting rod bearings. This action of the connecting rods set up a heavy mist inside the crankcase which was sufficient then to lubricate the other internal moving parts.

With the development of motor cars, engines have been made smaller and operated at much higher speeds under higher compression. Additional stress on all moving parts of the engine called for better lubrication, which resulted in the development of "pressure" systems. In the "pressure" systems a pump in the crankcase delivered oil to each of the main crankshaft bearings through separate oil lines. The dipping arrangement was still employed to lubricate the connecting rods and other moving parts.

Full Pressure Lubrication.
"Full Pressure" lubrication is the system in most general use to-day. As a development of the "pressure" design, the pump sends the oil to the main bearings and by means of holes drilled in the crankshaft, oil is led from the main bearings to the connecting rod bearings so that each revolving rod receives pressure lubrication. Additional oil lines are provided to oil the camshaft and timing chain from the pump.

In both "pressure" systems a spring operated valve is employed to control the amount of oil delivered. Weakening of the spring, or any foreign matter interfering with perfect operation of the valve, would result in failure of the entire oiling system—with disastrous effect on the engine.

The latest oiling system, which was recently embodied in the Stearns-Knight eight, is known as "Positive Lubrication." In this design the entire oil supply from the pump is led directly to rear end of the crankshaft, lubricating all the bearings attached to the shaft in the same manner as it would in an oil line. After having passed through the shaft, the surplus oil is led to the minor parts of the engine for their lubrication.

HIGH PRAISE FOR RAIL CARS.

OPINION OF C.N.R.
OFFICIALS.

Unusually high praise from railway officials has been paid to the Diesel-Electric Rail Cars introduced on the Canadian National Railway some two or three years ago.

The motive power in these cars is supplied by a moderately high-speed Diesel engine specially designed for the purpose by William Beardmore & Co., Ltd., of Glasgow. It is coupled to a generator which supplies electricity to drive the coach by the usual type of electric motor. Thus the car is entirely self-contained.

During the last complete year for which figures are available the nine cars introduced in 1925 earned 337,041 dol. (\$27,408) in revenue, whilst operating expenses, including repairs and an allowance for mechanical department supervision, amounted to 127,421 dol. (\$25,494), leaving net earnings of 209,620 dol. (\$21,924).

It is said that on the service between Edmonton, Alberta, and Saskatoon, Saskatchewan, on which two of the cars were operated, the working costs as determined by selected accounts averaged 23 cents a train mile, as compared with 1.01 dol. a train mile for steam operation. The saving in operating expense, as compared with the steam train operation on the 120,087 miles per annum covered on this run is given as 93,077 dol. (\$18,735).

So impressed are the officials of the Canadian National Railway with the performance of this new type Diesel-electric car that they have no hesitation in describing it as the most economical power unit in use on any railway in the world.

HEDGE ROSES AND CHARABANCS.

MOTOR-COACH RIDERS LOVE
THE ENGLISH COUNTRYSIDE.

BUT IS THE COMPLIMENT
RETURNED?

Honeysuckle, hedge-roses, spreading ancestral oaks, trailing larks hovering over lush-green meadows—the picture of the typical English countryside has been the same for many a hundred years. But now Rural England is passing as quickly as is Japanese Japan, and the faster the view the larger the number of petrol pumps and bungled bungalows, the greater the stream of motor traffic.

The white and wandering English lane has been straightened. And widened: It has been coated with tarmac, black tar, and its corners have been made extremely safe and remarkably ugly. It is dotted with small, swift, evil-smelling cars, interspersed with huge charabancs and motor-coaches. It is not much more civilized than is an underground railway.

Take, for instance, the Isle of Wight, in pre-war days a Heaven of country sights and scents and sounds. To-day it is given over entirely to motor-coaches. One lands on sands blackened by refuse fuel-oil from passing steamers to find the old and narrow town streets filled with fleets of monster palpitating vehicles, surrounded by clouds of fumes. Along the new black and shiny island thoroughfares one hears at regular two-minute intervals the thunder of plunging charabancs, and climbs into the thorny hedges for safety. The peaceful, flowery, sunlit lanes and of other days has vanished. It is now merely a Charabanc Road.

Ageless Stars.
The plague commenced with the introduction of a fleet of "Star" charabancs some nine years ago. So profitable was the undertaking, so easy the method of drawing cash in bulk from the visitor, that, to-day, though the original ageless Stars still plough their way around the island, they now operate in the midst of a crowd of other motor-coaches. The blast of petrol has struck and destroyed the old. Save for the remotest districts of Scotland and Ireland, the same tell work of beauty-destruction has been carried out throughout the whole of the British Isles. It would, indeed, be a hardy poet who would to-day sing of the aspect of the British countryside without mentioning the charabanc and ramshackle bungalow. His word picture would hardly be recognizable.

FRONT WHEEL DRIVE CAR.

CAPT. CAMPBELL TO USE IT
IN GREAT ROAD RACE.

A British motor-car with front wheel drive and independent springing of each wheel was examined with keen interest by motor engineers from all parts of the country. The car, an Alvis, is now to be marketed.

It was introduced to experts by Captain Malcolm Campbell, the racing motorist, at the opening of the new show-rooms of Messrs. Henly in the Euston Road, N.W. Capt. Campbell is to drive a similar model in the road race in Ulster this summer for the *Daily Mail* £1,500 prize and the Royal Automobile Club Tourist Trophy.

Details and advantages are: Flywheel clutch and four-speed gear-box are incorporated with one unit in front of the engine. Forward of this are the spiral bevel final drive and the differential.

To transmit power to the front wheels when they are turned for cornering they are coupled to the driving shafts by means of universal joints.

Power is applied to the wheels in the direction the car takes, which gives increased stability on corners and freedom from skidding.

Very low bodies with ample accommodation and head room can be fitted. The centre of gravity is lowered and brought forward, which again increases stability and reduces the danger of skidding. Independent springing of each wheel means that individual wheels when they drop into a pot hole take the jolt, without transmitting it to the chassis and body.

BIG MOTOR DEAL.

Arrangements have just been completed, says a Home paper, whereby Sir William Lettis has sold to the Armstrong Siddeley Development Company the whole of the share capital of A. V. Roe & Co., the aeroplane manufacturers of Manchester and Hamble. Over 270,000 in cash has been paid by Sir William Lettis to Crossley Motors, Limited, for the acquisition of their shares, which show a profit of more than 2300,000 on their original investment in A. V. Roe & Co.

For the last eight years, Crossley Motors have held the majority of the shares in A. V. Roe & Co., Ltd., and during that period Sir William Lettis has acted as managing director of the latter company.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI & AMOY	On 20th June	6 a.m.
SHANGHAI & AMOY	On 20th June	10 a.m.
SHANGHAI & AMOY	On 21st June	4 p.m.
SHANGHAI & AMOY	On 22nd June	10 a.m.
SHANGHAI & AMOY	On 23rd June	6 a.m.
SHANGHAI & AMOY	On 24th June	1 p.m.
SHANGHAI & AMOY	On 25th June	6 a.m.
SHANGHAI & AMOY	On 26th June	Noon
SHANGHAI & AMOY	On 27th June	Noon
SHANGHAI & AMOY	On 28th June	Noon
SHANGHAI & AMOY	On 29th June	Noon
SHANGHAI & AMOY	On 30th June	Noon
SHANGHAI & AMOY	On 1st July	Noon
SHANGHAI & AMOY	On 2nd July	Noon
SHANGHAI & AMOY	On 3rd July	Noon
SHANGHAI & AMOY	On 4th July	Noon
SHANGHAI & AMOY	On 5th July	Noon
SHANGHAI & AMOY	On 6th July	Noon
SHANGHAI & AMOY	On 7th July	Noon
SHANGHAI & AMOY	On 8th July	Noon
SHANGHAI & AMOY	On 9th July	Noon
SHANGHAI & AMOY	On 10th July	Noon
SHANGHAI & AMOY	On 11th July	Noon
SHANGHAI & AMOY	On 12th July	Noon
SHANGHAI & AMOY	On 13th July	Noon
SHANGHAI & AMOY	On 14th July	Noon
SHANGHAI & AMOY	On 15th July	Noon
SHANGHAI & AMOY	On 16th July	Noon
SHANGHAI & AMOY	On 17th July	Noon
SHANGHAI & AMOY	On 18th July	Noon
SHANGHAI & AMOY	On 19th July	Noon
SHANGHAI & AMOY	On 20th July	Noon
SHANGHAI & AMOY	On 21st July	Noon
SHANGHAI & AMOY	On 22nd July	Noon
SHANGHAI & AMOY	On 23rd July	Noon
SHANGHAI & AMOY	On 24th July	Noon
SHANGHAI & AMOY	On 25th July	Noon
SHANGHAI & AMOY	On 26th July	Noon
SHANGHAI & AMOY	On 27th July	Noon
SHANGHAI & AMOY	On 28th July	Noon
SHANGHAI & AMOY	On 29th July	Noon
SHANGHAI & AMOY	On 30th July	Noon
SHANGHAI & AMOY	On 31st July	Noon

AUSTRALIAN-ORIENTAL LINE, LIMITED.

CHANGTE & TAIPING	On 20th June	6 a.m.
CHANGTE & TAIPING	On 21st June	10 a.m.
CHANGTE & TAIPING	On 22nd June	4 p.m.
CHANGTE & TAIPING	On 23rd June	10 a.m.
CHANGTE & TAIPING	On 24th June	6 a.m.
CHANGTE & TAIPING	On 25th June	1 p.m.
CHANGTE & TAIPING	On 26th June	6 a.m.
CHANGTE & TAIPING	On 27th June	Noon
CHANGTE & TAIPING	On 28th June	Noon
CHANGTE & TAIPING	On 29th June	Noon
CHANGTE & TAIPING	On 30th June	Noon
CHANGTE & TAIPING	On 1st July	Noon
CHANGTE & TAIPING	On 2nd July	Noon
CHANGTE & TAIPING	On 3rd July	Noon
CHANGTE & TAIPING	On 4th July	Noon
CHANGTE & TAIPING	On 5th July	Noon
CHANGTE & TAIPING	On 6th July	Noon
CHANGTE & TAIPING	On 7th July	Noon
CHANGTE & TAIPING	On 8th July	Noon
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CHANGTE & TAIPING	On 14th July	Noon
CHANGTE & TAIPING	On 15th July	Noon
CHANGTE & TAIPING	On 16th July	Noon
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CHANGTE & TAIPING	On 18th July	Noon
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CHANGTE & TAIPING	On 27th July	Noon
CHANGTE & TAIPING	On 28th July	Noon
CHANGTE & TAIPING	On 29th July	Noon
CHANGTE & TAIPING	On 30th July	Noon
CHANGTE & TAIPING	On 31st July	Noon

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AND
"AMERICAN & MANCHURIAN LINE"
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

HELENUS	On 20th June	6 a.m.
CITY OF OSAKA	On 21st June	10 a.m.
DARDANUS	On 22nd June	4 p.m.
CITY OF EVANSVILLE	On 23rd June	10 a.m.
LYCAON	On 24th June	6 a.m.

PRINCE LINE

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BY

FAST MOTOR VESSELS

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AND

NEW YORK

M.V. "CHINESE PRINCE"	On 30th June
M.V. "MALAYAN PRINCE"	On 25th July

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MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles	On 3rd July
From Dunkirk, Antwerp, London	On 17th July
From Shanghai, Japan and North China	On 31st July

For Shanghai and Japan	On 3rd July
For Marseilles	On 17th July
For Rotterdam, Hamburg, Dunkirk	On 31st July

For full Particulars, apply to—
Messageries Maritimes, 3, Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

June 17th.
Mury, Norwegian str., 836 tons, Capt. Havland, from Bangkok, with rice and flour, lying at buoy No. C44—Thorsen & Co.

June 18th.
Chuan, British str., 1,357 tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12—B. & S.

June 19th.
Incident, American str., 8,377 tons, Capt. W. O. Kohl, from San Francisco, which port she left on May 25th, with 1,750 tons of general cargo, lying at Kowloon Wharf—American Mail Line.

June 19th.
Festland, Norwegian str., 1,139 tons, Capt. F. Knutsen, from Canton, in ballast, lying at Stoucutters—Wallen & Co.

June 19th.
Angers, French str., 5,680 tons, Capt. H. Vig, from Marseilles, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.

June 19th.
General Metzinger, French str., 5,521 tons, Capt. L. Rigand, from Yokohama and Shanghai, the latter port she left on June 15th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.

June 19th.
Halla, British str., 1,144 tons, Capt. S. J. Lynch, from Keelung, which port she left on June 15th, with a cargo of coal, lying at buoy No. B31—Wo Fat Shing.

June 19th.
Ningpo, British str., 1,223 tons, Capt. J. D. Whyte, from Canton, with a general cargo, lying at buoy No. B9—B. & S.

June 19th.
Phoenicia, British str., 1,065 tons, Capt. Colin Boyce, from Keelung, which port she left on June 15th, with a cargo of coal, lying at buoy No. B31—Wo Fat Shing.

June 19th.
Sung Lee, British str., 3,784 tons, Capt. E. M. Cotton, from Singapore, which port she left on June 15th, with a general cargo, lying at buoy No. A28—Tuen Kee.

June 19th.
Sunkang, Chinese str., 322 tons, Capt. Lai Kwong, from Kwong Chow Wan, with a general cargo, lying at buoy No. C14—Man Yick S.S. Co.

June 19th.
Tungo, Japanese str., 4,238 tons, Capt. M. Matsuda, from Yokohama, which port she left on June 15th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

June 19th.
Yei Maru, Japanese str., 1,637 tons, Capt. Y. Tani, from Keelung, which port she left on June 15th, with a cargo of coal, lying at buoy No. B50—M.B.K.

CLEARANCES.

June 19th.
Angers, for Shanghai.
Chak Sang, for Swatow.

June 19th.
Chuan, for Canton.
Dewent, for Singapore.

June 19th.
General Metzinger, for Saigon.
Hain Fong Sing, for Saigon.

June 19th.
King Yuen, for Bangkok.
Lee Cheung, for Shanghai.

June 19th.
President Jackson, for Manila.
P. Abate, for Cebu.

June 19th.
Shin Hing, for Macao.
Sunkang, for Kwong Chow Wan.

June 19th.
Talamia, for Amoy.
Tungo, for Manila.

June 19th.
Tuan, for Hoihow.
Tjimanek, for Batavia.

June 19th.
Tjitarom, for Amoy.
Tong Lee, for Canton.

June 19th.
Wing Hung, for Keelung.

PASSENGERS.

Arrivals.

The following passengers arrived on June 18th by the s.s. *President Jackson* from Shanghai.
For Hong Kong:—Mr. A. M. Birchall, Mr. S. F. Chan, Mr. Chan Wing, Master Chan Wing, Mr. T. C. Chang, Mr. Chu Sin Chor, Mr. Chung Lun Chu, Mr. Chan Wing, Mr. S. H. Chen, Mr. Chee Ting Lau, Mr. Parkson Chang, Mr. M. W. Chen, Miss H. Ezra, Mrs. W. F. Fung, Mr. A. H. B. Fitzhardinge and wife, Mr. and Mrs. K. C. Feng, Mr. Wm. P. Hunt, Mr. J. M. Hykes, Miss E. P. Hughes, Mr. C. P. Hughes, Mr. Lee Shao Chang, Mr. K. K. Lo, Mr. and Mrs. J. W. Loureiro, Mr. Leung Bow Hang, Mr. C. M. Lo, Mrs. C. Lee, Mr. Lui Hon Shan, Mr. K. T. Long, Mr. and Mrs. N. T. Lao, Ensign J. C. S. McKillup, Ensign T. B. McIntery, Mr. Eric Moller, Mr. H. Miller, Mrs. A. G. Mossop, Mr. Quan Ching, Mr. Quan Fong, Mr. R. C. Paterson, Mr. C. E. Patton, Mr. and Mrs. T. M. Pan, Mr. and Mrs. A. M. Pereira, Mr. and Mrs. P. S. Siv, Mr. M. A. Sofer, Mr. C. Stigter, Mr. Hendrick Tulp, Mr. S. C. Tse, Mr. C. W. Wong, Mr. Woo Sch Kew, Mr. K. Y. Wu, Mr. C. S. Wong, Mr. and Mrs. K. C. Whang, Mr. Young Sie Ching, Mr. Yoo Zung Chong, Mr. Y. Y. Yoo, Miss M. L. Zee, for Manila:—Mr. Lee E. Blinzer, Mr. L. C. Brown, Mr. Martina Brilante, Mr. John E. Butler, Mrs. Elizabeth Collier, Mrs. Hazel Cooper, Master Francis J. Cooper, Miss E. Mary Cooper, Miss Margaret K. Dunphy, Rev. and Mrs. E. Gordon Hart, Comdr. and Mrs. H. E. Jenkins, Mr. B. H. Lydon, Mr. J. C. Littig, Miss Alice Morton, Mr. Leo H. Martin, Mr. W. Meginnis, Ens. C. G. McDaniel, Miss Mary Stoller, Master R. E. Reardon, Mrs. Clarine Nicholson, Mr. Peter J. Walcott.

The following passengers arrived on June 18th by the s.s. *Tungo* from Yokohama:—Mrs. Tsuneko Kitajima, Miss Yuriko Kitajima, Mr. Zenki Kitajima, Mr. Masao Kitajima, Mr. Motojima Sugiyama, Mrs. Higa Sugiyama, Shosaburo Ueda, Mr. Rin Kaneko, Mrs. Iyoko Yoshida, Mr. Mitsuyuki Okumoto, Mrs. Asako Okumoto, Mrs. Kimie Terashima, Mrs. Yuki Watanabe, Mr. Hakuichi Sato, Mrs. Tsuyako Sato, Mrs. Cho Sato, Mr. Jitsutaro Iwasaki, Mr. Hiawid Furness, Miss Edith Katherine Schall, Mr. Ila Rapoport, Mr. Hiroshi Nakamichi, Mr. Gizo Shimizu, Mrs. Ethel Margaret Farrer.

The following European passengers arrived on June 19th by the s.s. *General Metzinger* from Shanghai and Japan:—Mrs. Hall, Mr. Eymard, Mr. Touchais, Mr. P. A. Jehl, Mme. David and child, Mr. A. Froideur, Rev. P. Heinrich, Mrs. J. B. Gaschy and P. Shichida, Mr. A. Vienna, Rev. P. H. Demangelle, Mr. Koyre, R. P. de la Vaisiere, R. P. Estampe, Mr. R. Phillips, Mr. and Mrs. Leo Deltour, Mr. Henri Cammiade, Mr. Fabre Henri, Mr. David, Mr. L. M. Howe, Mr. and Mrs. J. Pearson, Mr. Chang Ping Han, Mme. Pradal, Mr. de Froissard, Mr. Damsac, Mr. Prades, Mr. and Mrs. Jemchoojin.

Departures.

The following first class passengers departed per s.s. *President Jackson* on June 18th:—Miss Doris Halford, Mrs. Katherine Harrison, Mr. E. H. Harnod, Mr. K. Kihara, Mr. J. Kusuhara, Mrs. H. M. Otsushi, Mr. Teng Tien Siang, Mr. E. Yasunishi, Mrs. C. F. Hicks, Mr. and Mrs. H. R. Morrill, Mrs. A. R. Whitmore, Miss Patricia Whitmore, Mr. John Dumas, Mr. L. M. Hausman, Mr. H. F. Honerlah, Miss Georgia E. Robins, Mr. W. M. Milno, Mr. W. M. Simmons, Mr. Lan Kam Che, Mrs. Toy Shee, Mr. Francisco M. Y. Yoo, Mrs. Mary F. Yee, Miss Betty Yee, Miss Gertrude Yee, Mr. Ho Shit Yu, Mr. But Wan Sang, Mr. and Mrs. T. J. Cokely, Mr. Q. H. Dao, Mr. P. H. Suckling, Rev. John Lake, Miss E. K. Davis, Mr. and Mrs. J. Percival, Mr. B. F. T. Pon, Mr. J. Y. Lum, Mr. Kan Siu Cho, Mr. Wong Han Chang, Mr. Ho Leung Cho, Mr. Lee Cheong, Mr. Mar Goo, Mr. S. Naguchi, Mr. Wong Fung Yaw, Mr. F. N. Brown, Mr. A. R. Johnston, Mr. Wat Lok Hing, Mr. and Mrs. F. P. Heys, Mr. J. Derbach, Miss Cho Yu Pui, Miss Louisa Cheung Shee, Mr. G. H. Davies, Mr. S. Negami, Mr. T. L. Owens, Mr. F. N. Quinn, Mr. M. Engchi, Mr. Frederick A. Dayton, Mr. Harry Gild.

The following European passengers left Hong Kong per s.s. *General Metzinger* on June 19th:—Mr. T. W. Ainsworth, Mr. G. Ward, Lieut. Marchal, Mr. G. Ondersweyer, Mr. J. L. Kiek, Lieut. J. P. S. de Aneiar Machado, Mr. Andre Aquino, Mr. A. M. Pinto, Mr. M. Pedrosa, Mr. A. Victorino, Mr. J. Fernandes, Mr. R. Ruart, Mr. J. Matuchet, Mr. M. Poyer, Mr. J. Biger.

The following European passengers left Hong Kong per s.s. *Angers* on June 19th:—Mr. P. V. Guest, Mr. M. Gardan, Mr. Gurnard, Mr. and Mrs. Leo Martinband, Mr. Jemchoojin.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"CHANGSANG" "WAISHING" "KWONGSANG" "HOFKANG"	Wed., 20th June, at Noon Sun., 24th June, at Noon Wed., 27th June, at Noon Sun., 1st July, at Noon
OSAKA via AMOY, MOJOI & KOBE	"YUENSANG" "FOOKSANG"	Sun., 24th June, at 7 a.m. Thurs., 5th July, at 7 a.m.
OSAKA via AMOY, SHAL MOJOI & KOBE	"HOSANG"	Wed., 11th July, at 7 a.m.
OSAKA via AMOY, MOJOI & KOBE	"KUTSANG"	Wed., 18th July, at 7 a.m.
CANTON	"KWONGSANG"	Thurs., 21st June, at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG" "KUMSANG"	Satur., 23rd June, at 10 a.m. Tues., 3rd July, at 10 a.m.
SANDAKAN	"HINSANG"	Thurs., 28th June, at 10 a.m.
TIENTSIN	"CHIPSANG"	Sun., 1st July, at 7 a.m.

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FARE: HONG KONG TO LONDON £28.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GARNARVONSHIRE" (via Oran)	Noon, 22nd June
Steamship "PEMBROKESHIRE" (via Oran)	13th July
Steamship "GLENSHANE" (via Oran)	10th Aug.
Motor Vessel "GLENOGLE" (via Oran)	7th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENSHANE" (via Oran)	29th June
Steamship "CARDIGANSHIRE" (via Oran)	13th July
Motor Vessel "GLENOGLE" (via Oran)	20th Aug.
Motor Vessel "GLENAMOI" (via Oran)	10th Aug.
Steamship "GARMARTHENSHIRE" (via Oran)	20th Aug.

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.



FAIR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA: Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON: Cabin class ... £80. Intermediate class ... £48.

NEXT SAILINGS TO EUROPE:—

Pass. S.S. "SAARBUECKEN"	departure 30th June
Freight S.S. "Ilmar"	departure 11th July
Pass. S.S. "COBLENZ"	departure 25th July
Freight S.S. "Grandon"	departure 11th August
Pass. S.S. "FULDA"	departure 24th August
Freight S.S. "Ludwigshafen"	departure 31st August

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers) JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI: Cabin class ... \$75.00. Intermediate class ... \$45.00.

Freight S.S. "Remscheid"	due here 25th June
Pass. S.S. "COBLENZ"	due here 2nd July
Freight S.S. "Ludwigshafen"	due here 18th July
Pass. S.S. "FULDA"	due here 30th July
Freight S.S. "Oder"	due here 15th August

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 4557. 3, Chater Road. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST-PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday, the 22nd June, at 3 p.m.
HAIOHING	Tuesday, the 26th June, at 3 p.m.

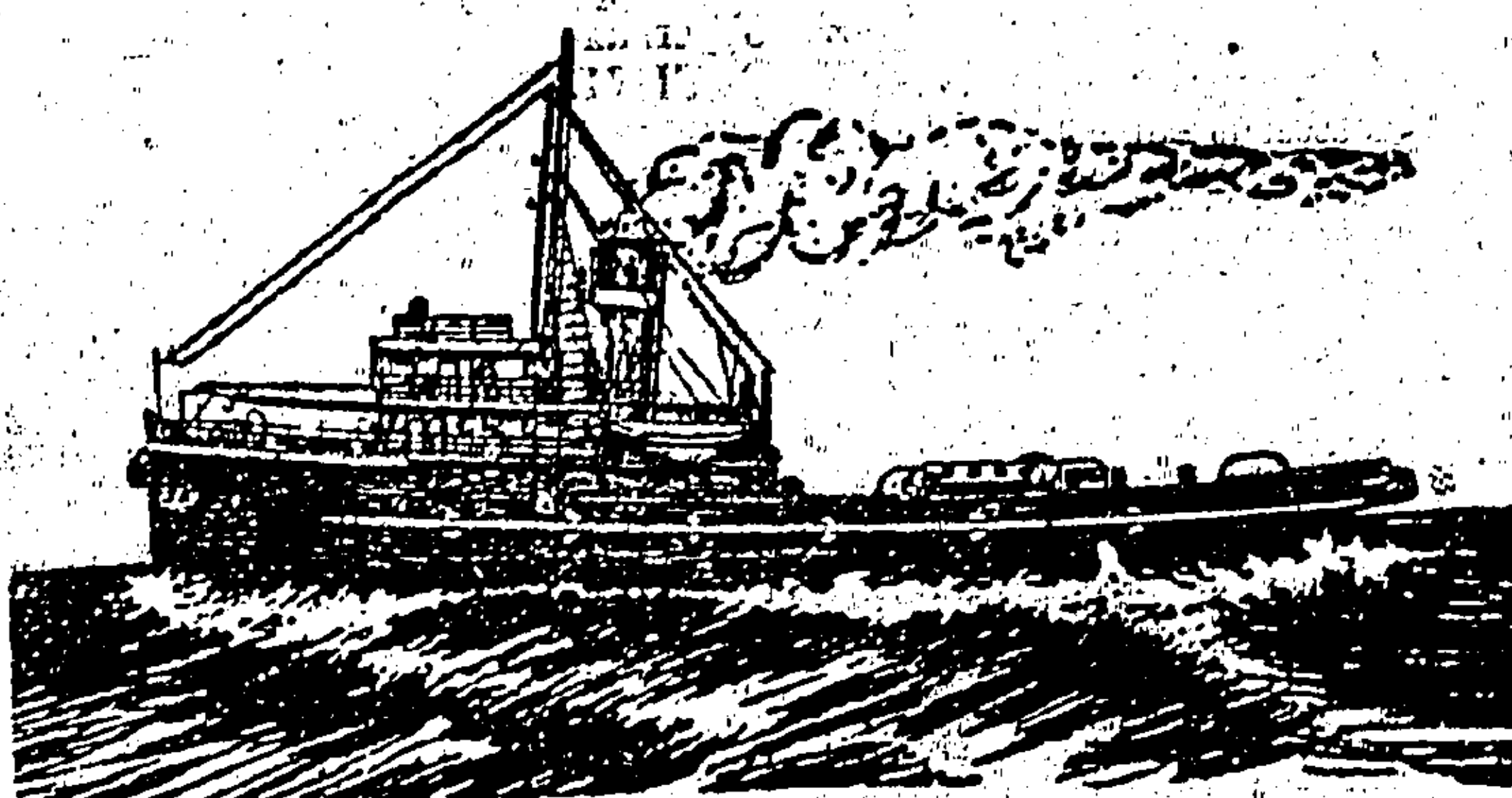
Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port. For Freight and Passage apply to—

DOUGLAS LARBAIK & CO.,
General Managers

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and a modern appliances for Salvage Works. Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



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Next sailing to the Pacific Coast
S.S. "EMPERESS OF RUSSIA"
4TH JULY, 1928—At Noon.

WORLD'S GREATEST TRAVEL SYSTEM



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2440, 2440 via JAPAN AND BRATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

KOREA MARU (Call Keelung) ... Tuesday, 28th June

GINYO MARU ... Tuesday, 10th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HARUNA MARU ... Saturday, 30th June

KAMO MARU ... Saturday, 14th July

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 25th July

AKI MARU ... Wednesday, 25th July

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Wednesday, 25th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMATUBA MARU ... Tuesday, 17th July

NEW YORK and/or BOSTON via PANAMA.

TAKAKA MARU ... Wednesday, 4th July

LIVERPOOL via Port Said, Genoa & Marseilles.

DURBAN MARU ... Tuesday, 10th July

ALOUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Saturday, 30th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU (Moj direct) ... Thursday, 21st June

BINGO MARU ... Saturday, 23rd June

SEIYO MARU (Moj direct) ... Tuesday, 26th June

ATSUTA MARU ... Tuesday, 26th June

+ Cargo only. Subject to alteration without notice.

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THREE MOTOR VESSEL.

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 21st June, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
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Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GOOD CARGO FIGURES.

SHIPPING RETURNS FAIR.

Seventeen arrivals and eighteen departures were shown for the 24 hours ended at 9 a.m. yesterday, and the general cargo returns for both Hong Kong and through ports showed good figures. Through freights averaged 3,000 tons per vessel. Fourteen vessels discharged merchandise for this port totalling 17,243 tons, and two British ships contributed 4,843 tons. The best cargo returns were shown by the s.s. *Shinei Maru*, No. 6 with 3,500 tons from Dairen and Chetoo; and the s.s. *Taikoo Wany* from Port Kama-fu with 4,300 tons.

Through freights carried by six vessels amounted to 13,039 tons. Two British ships carried 483 tons and the best return was shown by the s.s. *Malaya* (Danish) with 8,770 tons from Kobe and Yokohama. The s.s. *President Jackson* from San Francisco and Shanghai carried 3,773 tons.

The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	3	7
American	1	0
French	1	2
Dutch	1	1
Danish	1	0
Norwegian	2	0
Japanese	3	4
Chinese	3	3
German	0	1
Total	17	13

DAILY WATERFRONT NEWS.

[BY LONGSHOREMAN.]

Asiatic Deck Passengers.

Four vessels carried 60 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* arrived at Kobe on Monday, left on Tuesday and is due at Yokohama to-day (Wednesday) at 7 a.m. The R.M.S. *Empress of Asia*, from Hong Kong on May 30th, arrived at Vancouver on June 16th.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.39 a.m.	7.10 p.m.
To-morrow	5.39 "	7.10 "
Saturday	5.39 "	7.10 "

VESSELS EXPECTED.

Australian-Oriental Line.

Taipei, July 10th.
Changteh, August 7th.
Bank Line.
City of Bedford, June 22nd.
City of Osaka, July 13th.
City of Evansville, July 20th.
City of Kharisoum, August 4th.
City of Halifax, August 17th.
City of Khios, September 1st.
City of Lincoln, September 14th.
City of Glasgow, September 28th.
City of Eastbourne, October 10th.

Ben Line.

Beverackie, to-day.
Blue Funnel Line.
Onnfa, to-day.
Diamed, June 29th.
Antiochus, June 29th.
Atreus, June 29th.
Glaucus, June 29th.
Helenus, June 29th.
Proteus, July 3rd.
Lycan, July 8th.
Phaetetes, July 8th.
Hector, July 11th.
Ningchow, July 16th.
Rhezenor, July 20th.
Achilles, July 21st.
Perseus, July 24th.
Talthybius, July 24th.
Thebes, July 25th.
Dardanus, July 27th.
Aeneas, July 30th.
Bellerophon, August 6th.
Phemius, August 6th.
Calchus, August 11th.
Teucer, August 14th.
Automedon, August 17th.
Elpenor, August 22nd.
Sarpedon, August 23rd.
Tyndareus, September 2nd.
Euryphus, September 8th.
Machon, September 18th.
Patrius, September 20th.
Atraxus, October 17th.
Antenor, October 18th.

British-India and Apcar Line.

Tilawa, June 23rd.
Takada, July 3rd.
Tama, July 9th.
Tahiti, July 16th.
Santhia, July 26th.

Canadian Pacific Line.

Empress of Russia, June 25th.
Doddell & Co.

Esquiline, June 30rd.
Yminale, June 26th.

Dollar Steamship Line.

President Taft, June 22nd.
East Asiatic Co., Copenhagen.

Peru, July 8th.
Dannmark, July 16th.
Siam, July 21st.
Java, July 22nd.

Eastern and Australian Lines.

St. Albans, June 27th.
Arafura, July 9th.
Tanda, August 6th.

Glen Line.

Carnavanshire, June 23rd.
Glenhane, June 29th.
Cardiganhire, July 13th.
Glenagie, July 20th.
Glenamoy, August 10th.
Carnarvanshire, August 20th.

Hamburg-America Line and
Hugo Stinnes Linie.

Rhein, June 23rd.
Oldenburg, July 7th.
Saarland, July 19th.
Varda, July 27th.
Heidelberg, August 7th.
Scheer, August 22nd.

Java-China-Japan Line.

Tijaroca, to-morrow.
Tijikarang, June 25th.
Tijikaroc, July 2nd.
Tijikaroc, July 2nd.
Tijikaroc, July 2nd.
Tijikaroc, July 2nd.

Message Lines.

Paul Lezat, July 3rd.
Andre Lezat, July 17th.
Chenonceaux, July 31st.

Nippon Yusen Kaisha.

Aki Maru, to-morrow.
Atsuta Maru, June 25th.
Genoa Maru, June 28th.
Haruna Maru, June 29th.
Rangoon Maru, June 30th.
Shinyo Maru, July 3rd.
Takaoka Maru, July 9th.
Kamakura Maru, July 11th.
Kamo Maru, July 13th.
Sibera Maru, July 17th.
Aki Maru, July 24th.
Tatsuno Maru, July 25th.
Katori Maru, July 27th.
Bingo Maru, August 1st.
Tayo Maru, August 1st.
Mishima Maru, August 31st.

Norddeutscher Lloyd, Bremen.

Remscheid, June 25th.
Coblenz, July 2nd.
Ludwigshafen, July 18th.
Fulda, July 30th.
Oder, August 15th.

Peninsular and Oriental.

Rawalpindi, to-morrow.
Ranpura, June 22nd.
Mirzapore, June 26th.
Novara, June 30th.
Yellere, July 3rd.
Kashmir, July 6th.
Khyber, July 7th.
Kulderpore, July 13th.
Rajputana, July 19th.
Yankin, July 21st.
Kalyan, August 2nd.
Waldara, August 16th.
Kashgar, August 30th.
Morca, September 13th.
Khiva, September 17th.
Macedonia, October 12th.
Malwa, November 8th.
Mantua, December 7th.

Prince Line.

Chinese Prince, June 30th.
Malayan Prince, July 25th.

Swedish East Asiatic Co., Ltd.
Nanking, June 30th.
Agra, July 11th.

A COMPREHENSIVE AND COMPLETE REPORT

of the
NEWS OF THE FAR EAST

is given in the

"HONG KONG WEEKLY PRESS,"

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

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BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF CARLISLE" ... Marseilles, Havre, London, Rotterdam & Hamburg ... 24th June
"CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 25th July
"CITY OF PERIN" ... Havre, London, Rotterdam & Hamburg ... 28th August

BOSTON, NEW YORK & BALTIMORE

"CITY OF OSAKA" ... via Suez Canal ... 13th July
"CITY OF EVANSVILLE" ... via Suez Canal ... 10th August
"CITY OF HALIFAX" ... via Suez Canal ... 8th Sept.

ALSO AGENTS FOR

ANDREW WEIR & CO.

BOSTON, NEW YORK & HAVANA

"FORBESBANK" ... via Suez Canal ... 20th July

MAURITIUS & SOUTH AFRICA

"TINHOU" ... 7th August
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Delagoa Bay, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Kaituma, Lapede Bay, Walvis Bay and Madagascar.

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P. & O., British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND, QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"BANPURA"	16,801	23rd June, Noon	Bombay, Marseilles and London.
"MIRZAPUR"	8,715	28th June	Straits & Bombay.
"NOVARA"	8,889	30th June	Mars, L. don, A. w. p. Hall B. m. H. g.
"KEYBER"	9,114	7th July	Marseilles, L. don, Antwerp & Hull.
"RAWALPINDI"	15,819	21st July	Bombay, Marseilles and London.
"NANKIN"	7,068	28th July	Mars, L. don, A. w. p. Hall B. m. H. g.
"KASHMIR"	8,983	4th Aug.	Mars, L. don, Antwerp & Hull.
"KIDDERPORE"	9,241	14th Aug.	Straits & Bombay.
"HAFETANA"	15,583	18th Aug.	Bombay, Marseilles and London.
"NALDERA"	15,088	1st Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	15th Sept.	Mars, L. don, Antwerp & Hull.
"KASHGAR"	9,003	29th Sept.	Marseilles and London.
"MOREA"	10,933	13th Oct.	do.
"KHIVA"	9,123	27th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	do.
"KEYBER"	9,114	24th Nov.	do.
"MALWA"	10,918	8th Dec.	do.
"NALDERA"	15,088	22nd Dec.	do.
"MANTUA"	10,946	5th Jan., 1929	do.

* Cargo only.
† Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	Sailing	Destination
"TILAWA"	10,000	25th June	Singapore, Penang & Calcutta
"TAKADA"	8,949	5th July	do.
"TALAMBA"	8,018	10th July	do.
"TALMA"	10,000	3rd Aug.	do.

RI—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	Sailing	Destination
"ST. ALBANS"	4,500	29th June	Manila, Sandakan, Thursday
"AKARURA"	6,000	3rd Aug.	Island, Townsville, Brisbane, Sydney and Melbourne.
"TANJA"	6,968	31st Aug.	do.

* Calls Port Holland and omits Sandakan.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kolanbangan, Tawao, Timor, Durwin, or other ports en route as indicate meat others.

Frequent connections from Australia with the following—
The Union N.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,018	20th June, 6 a.m.	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	15,819	22nd June, D'light	S'hai, Tsingtau, Weihaiwei, Kobe & Yokohama.
"NELLORE"	8,883	3rd July	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	8th July	S'hai, Moji, Kobe & Yokohama.
"TALMA"	10,000	24th July	Amoy, S'hai, Moji, Kobe & Osaka.
"ARAFURA"	6,900	10th July	Moji, Kobe, Osaka & Yokohama.
"KIDDERPORE"	9,000	14th July	S'hai, Moji & Kobe.
"TAKLIWA"	5,334	18th July	Amoy, Moji, Kobe, Osaka & Y'ham.
"ALIDDERPORE"	7,238	18th July	Guangzhou & Kobe.
"RAJPUTANA"	15,588	20th July	Shanghai, Kobe & Yokohama.
"SANTHIA"	7,754	22nd July	Amoy, Moji, Kobe & Osaka.
"KALYAN"	9,144	3rd Aug.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,986	7th Aug.	Moji, Kobe, Osaka & Yokohama.
"TILAWA"	10,000	8th Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
"NALDERA"	15,088	17th Aug.	Shanghai.
"KASHGAR"	9,005	31st Aug.	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th Sept.	S'hai, Moji, Kobe & Yokohama.
"MOREA"	10,933	14th Sept.	S'hai, Moji, Kobe & Yokohama.
"KHIVA"	9,125	22nd Sept.	Moji, Kobe, Osaka & Yokohama.
"ARAFURA"	6,900	2nd Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	13th Oct.	S'hai, Moji, Kobe & Yokohama.
"KEYBER"	9,114	27th Oct.	do.
"TANDA"	6,968	6th Nov.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,918	10th Nov.	S'hai, Moji, Kobe & Yokohama.
"NALDERA"	15,088	24th Nov.	Shanghai, Kobe & Yokohama.
"MANTUA"	10,946	8th Dec.	S'hai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Dec.	do.
"KASHGAR"	9,003	5th Jan., 1929	do.
"MACEDONIA"	11,120	19th Jan., "	do.
"KARNATA"	9,128	2nd Feb., "	do.
		16th Feb., "	do.

